



# The New Zealand Gazette.

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## A PROCLAMATION

*For the Naturalization of certain persons.*

By His Excellency Sir GEORGE GREY, Knight Commander of the most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice Admiral of the same, &c., &c.

**WHEREAS** by "The Naturalization Act, 1861," it is enacted that every person who shall be declared to come within the operation of that Act by any Proclamation to be issued in that behalf by His Excellency the Governor, shall, as from the time in such Proclamation specified, be deemed and taken until the termination of the next Session of the General Assembly, to be, and to have been from such specified time, a Natural-born subject of Her Majesty within the Colony of New Zealand, as fully to all intents and purposes as if his name had been inserted in the Schedule to that Act annexed. Provided always that every such Proclamation shall contain the description, occupation or calling, of every person therein named, and his place of residence at the date of such Proclamation:

Now, therefore, I, the Governor of New Zealand, in pursuance of the power and authority in me vested by the said Act, do hereby proclaim and declare that the persons hereinafter mentioned, shall come within the operation of the said Act from the dates hereinafter specified, viz. :—

ANDREW THOMPSON,

from the first day of January, one thousand eight hundred and fifty-six; Native of Sweden; Agriculturist and Stock-owner; residence, Hawkesbury, in the Province of Otago.

ACHILLE HUBAULT,

from the twenty-seventh day of March, one thousand eight hundred and sixty-two; Native of France; Doctor of Medicine; residence, Auckland, in the Province of Auckland.

FLAVIE HUBAULT (wife of the above).

PAUL HUBAULT (son of the above).

JOSEPH FABIAN,

from the twelfth day of April, one thousand eight hundred and fifty-six; Native of America; Farmer; residence, Wairau Valley, in the Province of Marlborough.

FREDERICK MARTELLO,

from the first day of February, one thousand eight hundred and sixty-two; Native of Sicily; residence, Picton, in the Province of Marlborough.

JUST WILLIAM OVYE,

from the first day of February, one thousand eight hundred and sixty-two; Native of Hanover; Labourer; residence, Wairau, in the Province of Marlborough.

FREDERICK SEJUNTD OF SMITH,

from the first day of January, one thousand eight hundred and sixty-two; Native of Germany; Farmer; residence, Wairau, in the Province of Marlborough.

ERNEST SCHWASS,

from the first day of January, one thousand eight hundred and sixty-two; Native of Germany; Farmer; residence, Wairau, in the Province of Marlborough.

JOHN SMITH,

from the first day of January, one thousand eight hundred and sixty-two; Native of Sweden; Farmer; residence, Wairau, in the Province of Marlborough.

ISAAC KATZENSTEIN,

from the twentieth day of March, one thousand eight hundred and sixty-two; Native of Germany; Merchant; residence, Dunedin, in the Province of Otago.

DANIEL THIELE,

from March, one thousand eight hundred and sixty; Native of Germany; Baker; residence, Christchurch, in the Province of Canterbury.

ANTONI DOMINGO,

from January, one thousand eight hundred and fifty; Native of Spain; Mariner; residence, Dunedin, in the Province of Otago.

WILHELM KLAUS,

from the seventeenth day of January, one thousand eight hundred and sixty-two; Native of Hanover; Farmer; residence, Lincoln District, in the Province of Canterbury.

JOHANNES RUDDENKLAU,

from the seventeenth day of October, one thousand eight hundred and fifty-seven; Native of Hesse Cassel, Germany; Farmer; residence, Rangiora, in the Province of Canterbury.

HENRICH HULLEN,

from the first day of March, one thousand eight hundred and sixty-two; Native of Hanover; Farm Labourer; residence, Lincoln District, in the Province of Canterbury.

PETER WILLIAM SCHMIDT,

from September, one thousand eight hundred and fifty-nine; Native of Prussia; Engineer; residence, Christchurch, in the Province of Canterbury.

CHARLOTTE SCHMIDT (wife of the above),

PETER EMILE SCHMIDT (child of the above),

GUSTAV SCHMIDT (child of the above),

ADELAIDE SCHMIDT (child of the above),

ADOLPH SCHMIDT (child of the above),

CHARLOTTE SCHMIDT (child of the above),

from February, one thousand eight hundred and sixty.

Given under my hand, at the Government House, at Auckland, and issued under the Seal of the Colony of New Zealand, this fifth day of April, in the year of our Lord, One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,  
WILLIAM FOX.

GOD SAVE THE QUEEN!

## A PROCLAMATION

### *Appointing certain Districts under the "Marriage Act."*

By His Excellency Sir GEORGE GREY, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c.

WHEREAS by the "Marriage Act Amendment Act, 1858," it is enacted that it shall be lawful for the Governor at any time, by Proclamation in the *New Zealand Gazette*, to divide the Colony of New Zealand for the purposes of the said Act into such and so many Districts as he may think fit, and that every such District shall be called by a distinct name, and shall be a Registrar's District, and it is provided that the Governor may at any time revoke the whole or any part of such Proclamation and issue a new Proclamation dividing the Colony or any part of it anew into Districts or increasing the number or altering the boundaries of Districts as from time to time he may think requisite;

And whereas by a Proclamation duly made and issued bearing date the sixth day of July, one thousand eight hundred and fifty-nine, the Governor, in pursuance of the said recited power and authority, did amongst others constitute a District for the purposes of the said Act called the "Amuri District," the boundaries whereof were therein set forth, which said Proclamation came into operation and took effect on the First day of October, One thousand eight hundred and fifty-nine:

And whereas it is expedient to revoke so much of the said Proclamation as relates to the said District, and to divide anew the territory formerly comprised within such District:

Now, therefore, I, Sir George Grey, the Governor of the said Colony, in pursuance and exercise of the power and authority vested in me by the said recited Act, do hereby revoke the said Proclamation so far as relates to the "Amuri District," and do proclaim and declare that the territory formerly comprised within such District shall be and is hereby divided for the purposes of the said Act into two Districts, the names and boundaries whereof shall be as follows:—

#### *Kaikoras District.*

The Southern boundary of Awatere District from Barefell's Pass to the mouth of the Clarence, thence following the sea coast to the mouth of the river Tutaituputu or Conway, thence following that river to its source, thence running in a straight line to the confluence of the rivers Acheron and Clarence, thence by the Acheron to the confluence of the Guide, and by that stream to Barefell's Pass.

*Amuri District.*

The Southern boundary of last named District, from the mouth of the river Tutai-putuputu or Conway to Barefell's Pass, the watershed summit between Barefell's Pass and the Wairau Gorge, thence to the Wairau Gorge, thence to Southern extremity of Lake Howick, thence to the watershed between the East and West coasts at the head of river Hurunui, thence down said river to its mouth, thence along sea coast to the mouth of the river Tutai-putuputu or Conway,

And I do declare that this Proclamation shall come into operation and take effect on the second day of June next ensuing.

Given under my hand, at the Government House at Auckland, and issued under the Seal of the Colony of New Zealand, this fifth day of April, in the year of our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,  
WILLIAM FOX.

GOD SAVE THE QUEEN!

## A PROCLAMATION

*Appointing certain Districts under the Registration Act.*

By His Excellency Sir GEORGE GREY, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand, and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by the "Registration Act, 1858," it is enacted that it shall be lawful for the Governor at any time, by Proclamation in the *New Zealand Gazette*, to divide the Colony of New Zealand for the purposes of the said Act into such and so many Districts as he may think fit, and that every such District shall be called by a distinct name, and shall be a Registrar's District, and it is provided that the Governor may at any time revoke the whole or any part of such Proclamation, and issue a new Proclamation dividing the Colony or any part of it anew into Districts, or increasing the number, or altering the boundaries of Districts as from time to time he may think requisite;

And whereas by a Proclamation duly made and issued, bearing date the sixth day of July, One thousand eight hundred and fifty-nine, the Governor, in pursuance of the said recited power and authority, did amongst others constitute a District for the purposes of the said Act called the "Amuri District," the boundaries whereof were therein set forth, which said Proclamation came into operation and took effect on the First day

of October, One thousand eight hundred and fifty-nine:

And whereas it is expedient to revoke so much of the said Proclamation as relates to the said District, and to divide anew the territory formerly comprised within such District:

Now, therefore, I, Sir George Grey, the Governor of the said Colony, in pursuance and exercise of the power and authority vested in me by the said recited Act, do hereby revoke the said Proclamation so far as relates to the "Amuri District," and do proclaim and declare that the territory formerly comprised within such District shall be and is hereby divided for the purposes of the said Act into two Districts, the names and boundaries whereof shall be as follows:—

*Kaikora's District.*

The Southern boundary of Awatere District from Barefell's Pass to the mouth of the Clarence, thence following the sea coast to the mouth of the River Tutai-putuputu, or Conway, thence following that river to its source, thence running in a straight line to the confluence of the rivers Acheron and Clarence, thence by the Acheron to the confluence of the Guide, and by that stream to Barefell's Pass.

*Amuri District.*

The Southern boundary of last-named District from the mouth of the river Tutai-putuputu, or Conway, to Barefell's Pass, the watershed summit between Barefell's Pass and the Wairau Gorge, thence to the Wairau Gorge, thence to Southern extremity of Lake Howick, thence to the watershed between the East and West coast at the head of river Hurunui, thence down said river to its mouth, thence along sea-coast to the mouth of the river Tutai-putuputu, or Conway.

And I do declare that this Proclamation shall come into operation and take effect on the second day of June next ensuing.

Given under my hand at the Government House, at Auckland, and issued under the Seal of the Colony of New Zealand, this fifth day of April, in the year of Our Lord, One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's command,  
WILLIAM FOX.

GOD SAVE THE QUEEN!

## ORDER IN COUNCIL.

*Regulations for the Harbour of Lyttelton.*

AT THE GOVERNMENT HOUSE, AT AUCKLAND, THE SEVENTH DAY OF APRIL, ONE THOUSAND EIGHT HUNDRED AND SIXTY-TWO.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the Harbour Regulations Ordinance, No. 15 of Sess. 2, it is

enacted that it shall be lawful for the Governor in Council from time to time to make all such Regulations respecting Pilots and Pilotage, Quarantine and Harbours, as in the said Ordinance provided.

Now, therefore, His Excellency the Governor, by and with the advice and consent of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Lyttelton.

FORSTER GORING,  
Acting Clerk of the Executive Council.

### HARBOUR REGULATIONS FOR THE PORT OF LYTTELTON.

#### *Pilot and Masters of Vessels.*

1. No person shall be deemed a Pilot unless he be duly licensed by His Excellency the Governor.

2. All persons so licensed shall be provided with a license according to the form hereto annexed.

3. Every Pilot shall carry his license with him, and shall produce it to the Master of any ship or vessel on its being demanded, or forfeit a sum not exceeding forty shillings.

4. The Master of any vessel employing any other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage.

5. The Master of any vessel requiring a Pilot to conduct her to sea must make an application at the Harbour Master's Office, 24 hours previously to sailing.

6. The rate of pilotage into or out of the Port of Lyttelton, from or to the distance of one league from the pilot station are as follows:—

Vessels under 200 tons	4d.	per ton register.
“ 200 to 300 tons	3½d.	“
“ 300 to 400	“ 3d.	“
“ 400 to 600	“ 2½d.	“
“ 600 & upwards	2d.	“

—And 1d. per ton upon each occasion that a vessel is shifted from one part of the harbour to another.

7. Pilots are not bound to conduct any vessel to sea until payment of the pilotage has been satisfactorily secured.

8. Pilots on being appointed to outward-bound vessels, before taking charge, are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper state for working as regards masts, rigging, sails, anchors, and boats.

9. Any Master who shall make a signal for a Pilot, or cause a Pilot to be sent for to take his vessel to sea, and shall not, within 12 hours of the time of the arrival of the Pilot on board such vessel, proceed to sea, shall pay a sum at the rate of one pound per day for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage. And the Pilot shall not be compelled to conduct such vessel to sea until such additional

payment and pilotage shall have been paid or satisfactorily secured.

10. Every Pilot detained on board a vessel longer than 48 hours, whether by stress of weather, quarantine or otherwise, is to be paid eight shillings per day in addition to the regular pilotage.

11. Pilots refusing or neglecting their duty to forfeit a sum not exceeding twenty pounds.

12. The Master of every vessel (except as hereinafter mentioned.) arriving from beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage, whether taking a pilot or not.

13. All vessels trading to or from the neighbouring colonies shall be exempted from taking a Pilot upon paying half the usual rate of pilotage, whatever that may be; if a Pilot is taken, however, full pilotage is to be paid.

14. All vessels under 100 tons trading from or to the neighbouring colonies shall, upon the Master proving himself qualified, be furnished with a Certificate of Exemption from pilotage, but shall, in lieu thereof, pay one full pilotage inwards and outwards per annum.

15. Every Master so qualified and not requiring a Pilot shall, on approaching the harbour within two leagues, hoist a white flag at the main, or forfeit a sum not exceeding full pilotage.

16. Every Master of a ship or vessel required to take a Pilot shall be furnished with a copy of the Harbour Regulations on her entry into Port by the boarding Pilot, and any Pilot failing to deliver such copy before leaving any vessel, shall forfeit and pay a fine not exceeding five pounds.

17. To the Master of every vessel not required to take a Pilot, or in the absence of the Master to the principal Officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master: provided however that it shall not be necessary in any case to issue a second copy of the Regulations to the Master or Officer in charge of such vessel, unless demanded by such Master or Officer, in which case only on the payment of a fee of two shillings and sixpence, to be accounted for amongst the other fees taken by the Harbour Master.

18. Every Master or other Officer of a ship or vessel to whom a copy of the Harbour Regulations shall have been handed shall give, on demand, an acknowledgment thereof to the Pilot or Officer delivering such copy, and any Pilot failing to demand, or any Master of a ship or vessel refusing, on demand, to give such acknowledgment, shall forfeit and pay a fine not exceeding five pounds.

19. All vessels moored or at anchor are to have both cables clear and in readiness to slack away when required: And in default thereof the Master shall forfeit and pay a sum not exceeding ten pounds.

20. All vessels are to have buoys and sufficient buoy ropes to their anchors, to shew their position, and to hoist a conspicuous light at their peak end from dark to daylight, and in

default thereof the Master shall forfeit and pay a sum not exceeding ten pounds.

21. Any anchor, kedge, or cable, slipped or cut from, if not weighed within twenty-four hours, may be weighed by order of the Harbour Master or Pilot, at the risk of and the expense of the owner: And when no buoy rope has been attached, the anchor, kedge, or cable shall be forfeited.

22. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for vessels requiring berths to unload, and if there shall not be on board any vessel which has been unloaded sufficient men or ballast or requisite tackle to enable her to be removed, the Harbour Master or Pilot may remove such vessel at the expense and risk of the owner thereof.

23. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing place by placing a vessel, cable, boat, or warp, or other article in the way, shall be liable to a penalty not exceeding ten pounds; and in case any person causing such obstruction or impediment will not remove or cause to be removed the same when ordered by the Harbour Master or Pilot, the Harbour Master or Pilot may cast off or cut any such obstruction.

24. The owner or part owner in, or the commander of, any vessel or boat which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water who does not clear the Harbour of such vessels or boats, or remove such baulk of timber or other bulky article upon being required so to do, by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for the purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding ten pounds.

25. Any Justice upon the complaint of the Harbour Master or any other person, may issue his warrant for the clearing of the Harbour or removing of such baulk of timber or other bulky article in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article to be sold, and out of the money arising from such sale may pay the charges of such clearing or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

26. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea mark, and any master or owner of a vessel being navigated without having a pilot on board, or the owner of any boat by which any such buoy, beacon, or sea mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expense of so doing, shall for every such offence forfeit a penalty not exceeding twenty pounds.

27. Whenever a vessel not employed in

coasting only arrives within the Harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored; and as often as the master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article from any berth alongside any Wharf or elsewhere, if such removal is, in the opinion of the Harbour Master, desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master there shall be paid by the master or owner of such vessel to such Harbour Master, the sum of 7s. 6d. for each vessel under 100 tons register, and for each of the articles; and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, to be accounted for as aforesaid.

28. In the performance of any such service by the Harbour Master, the master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid and assistance to effect the same, and in effecting any such service, or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel, and if there is no crew of the vessel to be removed, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew or tackle or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charges of the master or owner of such vessels, and such cost and charges such master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person, without the consent or authority of the Harbour Master, cuts or casts off any such rope or tackle so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding twenty pounds.

29. Any person without due authority resisting, impeding, or obstructing the Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them or any of them, shall forfeit and pay a sum not exceeding five pounds.

30. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of five pounds, to be paid by any person landing such rubbish or filth.

31. No ballast, rubbish, gravel, earth, stones, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour

Master may direct; and no gravel, earth, stones, earthenware, glass, bottles, filth, or rubbish, is to be placed by any other means at any place below the high water mark within the harbour; and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the harbour; and any person who shall offend against any of the provisions of this regulation shall be liable to a penalty not exceeding twenty pounds.

32. No pitch, tar, rosin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

33. No wreck is to be left standing in any part of the harbour, but must be conveyed on shore above high water mark; and if any wreck is so left the owner thereof shall be liable to a penalty not exceeding twenty pounds.

34. Any person throwing a dead animal into the harbour, or placing any dead animal below high water mark within the limits of the anchorage, shall be liable to a penalty not exceeding five pounds, and to an additional penalty of one pound for every day during which any such animal remains in the harbour, or below high water mark, or unburied on the beach above high water mark. Provided that no such penalty and additional penalty shall together exceed the sum of twenty pounds.

35. All vessels, unless specially permitted by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise and on Sunday, except in cases of distress, and any person who shall offend against this regulation shall be liable to a penalty not exceeding five pounds.

36. Any person removing shingle, stones, shells, or any part of the soil below high-water mark without the permission of the Harbour Master, or, in the absence of the Harbour Master, of a Resident Magistrate, shall forfeit a sum not exceeding five pounds.

37. No waterman, or other person in charge of any boat, shall go alongside, or board, or suffer or permit any person to board any vessel arriving at port from beyond sea, until such vessel is properly secured at her anchorage; and any person offending against this Regulation shall forfeit and pay a sum not exceeding five pounds. Provided that this Regulation shall not be construed to prevent the boarding of any vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration Agent, Pilot, Boarding Officer, Officer of Customs, or Health Officer, or other person acting in the execution of his duty.

#### *Carrying Ballast.*

38. All vessels carrying ballast for shipping shall have the stem and stern post of such vessel marked with a plate of iron in inches,

showing its tonnage, according to the draught of water when laden. The master or owners of any vessel supplying ballast to any ship or vessel without complying with the above regulations, shall forfeit and pay for every such offence any sum not exceeding twenty pounds.

#### *Gunpowder.*

39. The master of every vessel arriving with gunpowder on board, exceeding the quantity necessary as ship's stores, shall give immediate notice thereof to the Pilot on his boarding the vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage ground, or forfeit a sum not exceeding twenty pounds.

40. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

41. The master of every vessel shall cause all gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

42. All gunpowder so landed must be packed in barrels containing not more than one cwt. each, closely joined and hooped, without any iron about the packages, and so secured that no portion of the gunpowder be in danger of being scattered in the passage; and any person offending against this regulation shall incur a penalty of any sum not exceeding ten pounds.

43. Nothing contained in these Regulations shall be deemed to apply to any ship, boat, or gunpowder the property of Her Majesty, nor to any ship of war of any foreign nation, nor to any gunpowder in charge of the Government of the Colony.

#### *Signals*

To be made from all vessels in Harbour when a Pilot is required—

Sea Pilot—Union Jack at the fore.

Police Boat—Ensign at the main.

Ditto ditto, at Night—Two lights vertical at the peak, four feet between each.

Customs Boat—Union Jack at the peak.

Medical Assistance—Union Jack over the Ensign at the peak end.

#### *Pilot's License.*

By virtue of the power in me vested, you are hereby authorised and directed to act as Pilot for the Port of Lyttelton, and you are enjoined to use your best skill and knowledge in all duties appertaining to that office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders and instructions as you may from time to time receive from me.

Given under my hand this  
day of                    in the year of our  
Lord                    at Government House,  
at Auckland, New Zealand.

## ORDER IN COUNCIL.

*Regulations for the Harbour of Akaroa.*

AT THE GOVERNMENT HOUSE, AT AUCKLAND, THE SEVENTH DAY OF APRIL, ONE THOUSAND EIGHT HUNDRED AND SIXTY-TWO.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the Harbour Regulations Ordinance, No. 15 of Sess. 2, it is enacted that it shall be lawful for the Governor in Council from time to time to make all such Regulations respecting Pilots and Pilotage, Quarantine and Harbours, as in the said Ordinance provided.

Now, therefore, His Excellency the Governor, by and with the advice and consent of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Akaroa.

FORSTER GORING,  
Acting Clerk of the Executive Council.

HARBOUR REGULATIONS  
FOR THE  
PORT OF AKAROA.

*Pilot and Masters of Vessels.*

1. No person shall be deemed a Pilot unless he be duly licensed by his Excellency the Governor.
2. All persons so licensed shall be provided with a license according to the form hereto annexed.
3. Every Pilot shall carry his license with him, and shall produce it to the Master of any ship or vessel on its being demanded, or forfeit a sum not exceeding forty shillings.
4. The Master of any vessel employing any other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage.
5. The master of any vessel requiring a Pilot to conduct her to sea must make an application at the Harbour Master's office, 24 hours previously to sailing.
6. The rate of pilotage into or out of the Port of Akaroa, from or to the distance of one league from the pilot station are as follows:—
 

Vessels under 200 tons	4d. per ton register.
“ 200 to 300 tons	3½d “
“ 300 to 400 tons	3d. “
“ 400 to 600 tons	2½d “
“ 600 & upwards	2d. “

—And 1d. per ton upon each occasion that a vessel is shifted from one part of the harbour to another.
7. Pilots are not bound to conduct any vessel to sea until payment of the pilotage has been satisfactorily secured.
8. Pilots on being appointed to outward bound vessels, before taking charge, are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper

state for working as regards masts, rigging, sails, anchors, and boats.

9. Any Master who shall make a signal for a Pilot, or cause a Pilot to be sent for to take his vessel to sea, and shall not, within 12 hours from the time of the arrival of the Pilot on board such vessel, proceed to sea, shall pay a sum at the rate of one pound per day for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage. And the pilot shall not be compelled to conduct such vessel to sea until such additional payment and pilotage shall have been paid or satisfactorily secured.

10. Every Pilot detained on board a vessel longer than 48 hours, whether by stress of weather, quarantine, or otherwise, is to be paid eight shillings per day in addition to the regular pilotage.

11. Pilots refusing or neglecting their duty to forfeit a sum not exceeding twenty pounds.

12. The Master of every vessel (except as hereinafter mentioned) arriving from beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage, whether taking a pilot or not.

13. All vessels trading to or from the neighbouring colonies shall be exempted, from taking a Pilot, upon paying half the usual rate of pilotage whatever that may be; if a Pilot is taken, however, full pilotage is to be paid.

14. All vessels under 100 tons trading from or to the neighbouring colonies, shall, upon the Master proving himself qualified, be furnished with a Certificate of Exemption from pilotage, but shall, in lieu thereof, pay one full pilotage inwards and outwards per annum.

15. Every Master so qualified and not requiring a Pilot shall, on approaching the harbour within two leagues, hoist a white flag, at the main, or forfeit a sum not exceeding full pilotage.

16. Every Master of every ship or vessel required to take a Pilot shall be furnished with a copy of the Harbour Regulations on her entry into Port by the boarding Pilot and any Pilot failing to deliver such copy before leaving the vessel shall forfeit and pay a fine not exceeding five pounds.

17. To the Master of every vessel not required to take a Pilot or in the absence of the Master, to the principal officer on board a Copy of the Harbour Regulations shall be delivered by the Harbour Master provided however that it shall not be necessary in any case to issue a second Copy of the Regulations to the Master or Officer in charge of such vessel unless demanded by such Master or Officer, in which case only on the payment of a Fee of 2s. 6d. to be accounted for amongst the other Fees taken by the Harbour Master.

18. Every Master or other Officer of a ship or vessel to whom a copy of the Harbour Regulations shall have been handed shall give on demand an acknowledgment thereof to the Pilot or Officer delivering such copy and any Pilot failing to demand or any Master of a

ship or vessel refusing on demand to give such acknowledgment shall forfeit and pay a fine not exceeding five pounds.

19. The Master of every vessel shall anchor or moor where the Harbour Master or Pilot may direct, and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's office, and any Master offending against this regulation shall forfeit a sum not exceeding five pounds.

20. All vessels moored or at anchor are to have both cables clear and in readiness to slack away when required. And in default thereof the Master shall forfeit and pay a sum not exceeding ten pounds.

21. All vessels are when it is so ordered by the Harbour Master or Pilot to have buoys and buoy ropes to their anchors, to show their position, and to hoist a conspicuous light at their peak end from dark to daylight, and in default thereof the Master shall forfeit and pay a sum not exceeding ten pounds.

22. Any anchor, kedge, or cable, slipped or cut from, if not weighed within twenty-four hours, may be weighed by order of the Harbour Master or Pilot, at the risk of and the expense of the owner. And when no buoy rope has been attached, the anchor, kedge, or cable shall be forfeited.

23. After a vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for vessels requiring berths to unload, and if there shall not be on board any vessel which has been unloaded sufficient men or ballast or requisite tackle to enable her to be removed, the Harbour Master or Pilot may remove such vessel at the expense and risk of the owner thereof.

24. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing place by placing a vessel, cable, boat, or warp, or other article in the way, shall be liable to a penalty not exceeding ten pounds; and in case any person causing such obstruction or impediment will not remove or cause to be removed the same when ordered by the Harbour Master or Pilot, the Harbour Master or Pilot may cast off or cut any such obstruction.

25. The owner or part owner in, or the commander of, any vessel or boat which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water who does not clear the Harbour of such vessels or boats, or remove such baulk of timber or other bulky article upon being required so to do, by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for the purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding ten pounds.

26. Any Justice upon the complaint of the Harbour Master or any other person may

issue his warrant for the clearing of the Harbour or removing of such baulk of timber or other bulky article in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article to be sold, and out of the money arising from such sale may pay the charges of such clearing or removal as the case may be, paying the surplus to the Harbour Master to be accounted for as fees collected by him.

27. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea mark, and any master or owner of a vessel being navigated without having a pilot on board, or the owner of any boat by which any such buoy, beacon, or sea mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expense of so doing, shall for every such offence forfeit a penalty not exceeding twenty pounds.

28. Whenever a vessel not employed in coasting only arrives within the Harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored; and as often as the master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article from any berth alongside any Wharf or elsewhere, if such removal is, in the opinion of the Harbour Master, desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master there shall be paid by the master or owner of such vessel to such Harbour Master, the sum of 7s. 6d. for each vessel under 100 tons register, and for each of the articles; and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, to be accounted for as aforesaid.

29. In the performance of any such service by the Harbour Master, the master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid and assistance to effect the same, and in effecting any such service, or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel, and if there is no crew of the vessel to be removed, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew or tackle or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charges of the master or owner of such vessels, and such cost and charges such master or owner is required to pay to the Harbour



Master, to be accounted for as aforesaid; and if any person without the consent or authority of the Harbour Master cuts or casts off any such rope or tackle so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding twenty pounds.

30. Any person without due authority resisting, impeding or obstructing the Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding five pounds.

31. No rubbish, or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of five pounds, to be paid by any person landing such rubbish or filth.

32. No ballast, rubbish, gravel, earth, stones, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour Master may direct; and no gravel, earth, stones, earthenware, glass bottles, filth or rubbish, is to be placed by any other means at any place below the high water mark within the Harbour; and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the harbour; and any person who shall offend against any of the provisions of this regulation shall be liable to a penalty not exceeding twenty pounds.

33. No pitch, tar, rosin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

34. No wreck is to be left standing in any part of the harbour, but must be conveyed on shore above high-water mark; and if any wreck is so left the owner thereof shall be liable to a penalty not exceeding twenty pounds.

35. Any person throwing a dead animal into the harbour, or placing any dead animal below high water mark within the limits of the anchorage, shall be liable to a penalty not exceeding five pounds, and to an additional penalty of one pound for every day during which any such animal remains in the harbour, or below high water mark, or unburied on the beach above high water mark. Provided that no such penalty and additional penalty shall together exceed the sum of twenty pounds.

36. All vessels, unless specially permitted by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise, and on Sunday, except in cases of distress; and any person who shall offend against this regulation shall be liable to a penalty not exceeding five pounds.

37. Any person removing shingle, stones, shells, or any part of the soil below high-water mark without the permission of the Harbour Master, or, in the absence of the Harbour Master, of a Resident Magistrate, shall forfeit a sum not exceeding five pounds.

38. No waterman, or other person in charge of any boat, shall go alongside, or board, or suffer or permit any person to board any vessel arriving at port from beyond sea, until such vessel is properly secured at her anchorage; and any person offending against this Regulation shall forfeit and pay a sum not exceeding five pounds. Provided that this regulation shall not be construed to prevent the boarding of any vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration Agent, Pilot, Boarding Officer, Officer of Customs, or Health Officer, or other person acting in the execution of his duty.

39. All vessels carrying ballast for shipping shall have the stem and stern post of such vessel marked with a plate of iron in inches, shewing its tonnage, according to the draught of water when laden. The Master or owners of any vessel supplying ballast to any ship or vessel without complying with the above regulations shall forfeit and pay for every such offence any sum not exceeding twenty pounds.

#### *Gunpowder.*

40. The Master of every vessel arriving with gunpowder on board, exceeding the quantity necessary as ship's stores, shall give immediate notice thereof to the Pilot on his boarding the vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage ground, or forfeit a sum not exceeding twenty pounds.

41. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

42. The Master of every vessel shall cause all gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

43. All gunpowder so landed must be packed in barrels containing not more than one cwt. each, closely joined and hooped, without any iron about the packages, and so secured that no portion of the gunpowder be in danger of being scattered in the passage; and any person offending against this regulation shall incur a penalty of any sum not exceeding ten pounds.

44. Nothing contained in these Regulations shall be deemed to apply to any ship, boat, or gunpowder the property of Her Majesty, nor to any ship of war of any foreign nation, nor to any gunpowder in charge of the Government of the Colony.

#### *Signals*

To be made from all Vessels in Harbour when a Pilot is required—

Sea Pilot—Union Jack at the fore.

Police Boat—Ensign at the main.

Ditto ditto, at Night—Two lights vertical at the peak, four feet between each.  
 Customs Boat—Union Jack at the Peak.  
 Medical Assistance—Union Jack over the Ensign at the peak end.

*Pilot's License.*

By virtue of the power in me vested, you are hereby authorised and directed to act as Pilot for the Port of \_\_\_\_\_ and you are enjoined to use your best skill and knowledge in all duties appertaining to that office, strictly conforming to the Regulations of the Harbor aforesaid, and obeying such Orders and Instructions as you may from time to time receive from me.

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord \_\_\_\_\_ at Government House, at Auckland, New Zealand.

CUSTOMS.

*Governor's Order No. 20.*

*Establishing Port of Taieri.*

By His Excellency Sir GEORGE GREY, Knight, Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand, and its Dependencies, and Vice-Admiral of the same, &c., &c.

IN exercise of the power in me for this purpose vested by the "Customs Regulation Act, 1858," I, Sir George Grey, the Governor as aforesaid of the Colony of New Zealand, do hereby appoint that on and from the day of the date hereof there shall be within the Province, of Otago a Port to be called the Port of *Taieri* the limits whereof shall be as follows:—

From the mouth of the *Taieri* River to the head of navigation in the *Waihola* Lake, including the township of *Waihola* and the *Taieri* Ferry Reserve on the South Bank of the River.

And I do hereby further declare and appoint that the *Township of Waihola* and the *Taieri Ferry Reserve* on the South bank of the River shall be deemed and taken to be the legal Landing Places for the lading and unloading of Goods at the Port of *Taieri* under the "Customs Regulations Act, 1858."

Given under my hand at Auckland, this fourth day of April, in the year of our Lord One thousand eight hundred and sixty-two.

G. GREY.

By His Excellency's Command,  
 READER WOOD.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

IT is hereby notified for general information that His Excellency the Governor has received a despatch from His Grace the Duke

of Newcastle, one of Her Majesty's Principal Secretaries of State, transmitting a Warrant under the Royal Sign Manual and Signet authorizing the Governor to summon to the Legislative Council of the General Assembly the undermentioned gentlemen, namely—

WILLIAM DOUGLASS HALL BAILLIE,  
 DANIEL POLLEN,  
 JOHN CHARLES WATTS RUSSELL,  
 ANDREW HAMILTON RUSSELL,  
 HENRY SEWELL.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

IT is hereby notified that a Writ issued for the election of a Member to serve in the House of Representatives, has been returned with a certificate to the effect that for the City of Dunedin

THOMAS DICK

has been duly elected.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

HIS Excellency the Governor has been pleased to appoint the following persons to be Revising Officers for the Electoral Districts specified opposite their names:—

Laughlin O'Brien, Esq.	{ Mangonui Bay of Islands Marsden Northern Division City of Auckland, East City of Auckland, West Parnell Newton Pensioner Settlements Town of Ouehunga Franklin Raglan.
William Halse, Esq.	{ Grey and Bell Town of New Plymouth Omata.
Robert Hart, Esq.	{ Wanganui Rangitiki Porirua City of Wellington Hutt Wairarapa Napier Clive.
Thomas Connell, Esq.	{ Collingwood Motueka City of Nelson Suburbs of Nelson Waimea Picton Wairau.

Henry Bacon Quin, Esq. {  
 Cheviot  
 Kaiapoi  
 Avon  
 Heathcote  
 Ellesmere  
 City Christchurch  
 Town of Lyttelton  
 Akaroa  
 Timaru.  
 Malcom Graham, Esq. {  
 Hampden  
 Bruce  
 City of Dunedin  
 Wallace.  
 WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**H**IS Excellency the Governor has been pleased to appoint

JAMES REDDY CLENDON,  
 to be Registrar of Marriages, and of Births, Deaths, and Marriages, for the District of Hokianga.

This appointment to bear date from the 1st May, 1862.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**H**IS Excellency the Governor has been pleased to appoint the following persons to be Registrars under the "Marriage Act, 1854," and the "Marriage Act Amendment Act, 1858," for the Districts set opposite their respective names, as those districts are severally described in a Proclamation, bearing date the fifth day of April, 1862.

*District of Kaikoras*—CHARLES RUCK KEENE.

*District of Amuri*—GEORGE LESLIE LEE.

These appointments are to take effect on the second day of June next.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**H**IS Excellency the Governor has been pleased to appoint the following persons to be Registrars under "The Registration Act, 1858," for the Districts set opposite their respective names, as those Districts are severally described in a Proclamation, bearing date the 5th day of April, 1862.

*District of Kaikoras*—CHARLES RUCK KEENE.

*District of Amuri*—GEORGE LESLIE LEE.

These appointments are to take effect on the second day of June next.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**H**IS Excellency the Governor has been pleased to appoint

THOMAS WINDLE PARKER,

to be the Deputy of the Registrar of Marriages, and of the Registrar of Births, Deaths, and Marriages, for the District of Oamaru.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**T**HE following Act, passed by the General Assembly of the Colony of New Zealand, intituled

"THE PICTON RAILWAY ACT, 1861,"

which Act was reserved for the signification of Her Majesty's pleasure thereon, having been laid before the Queen, Her Majesty has been graciously pleased to withhold her assent to the same.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**T**HE following Bill passed by the Provincial Council of the Province of Southland, intituled-

"Police Ordinance, 1862,"

which Bill was reserved for the signification of the Governor's pleasure thereon, having been laid before the Governor, His Excellency has been pleased to assent to the same.

WILLIAM FOX.

Colonial Secretary's Office,  
 Auckland, 5th April, 1862.

**H**IS Excellency the Governor directs the publication of the following Despatches received from Her Majesty's Principal Secretary of State for the Colonies.

WILLIAM FOX.

(Circular.)

Downing-street,  
 10th December, 1861.

SIR,—I transmit to you herewith for your information a copy of a Proclamation which has been issued by Her Majesty bearing date the 30th of November, 1861, prohibiting Gunpowder, Saltpetre, Nitrate of Soda, and Brimstone, from being exported from the United Kingdom, or from being carried Coastwise, and also a copy of an Order in Council of the same date prohibiting the exportation of the like articles from the Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man.

I also enclose a copy of a further Proclamation issued by Her Majesty on the 5th December instant, prohibiting Arms, Ammunition, and Military Stores (including Percussion Caps and Tubes), and also Lead, from being exported from the United Kingdom, or from being carried coastwise, together with a copy of an Order in Council of the same date, prohibiting the exportation of the like articles from the Channel Islands and the Isle of Man.

If in the Colony under your government there shall be no law in force to the effect of

the provision quoted in Her Majesty's Proclamation, from the Customs Consolidation Act, of 1853, Her Majesty's Government are desirous that you should submit to your legislature the propriety of passing such a law, in order that you may be in a position to prevent, with promptitude, the exportation of Arms and Military Stores, in case circumstances should render such a measure necessary.

I have, &c.,

NEWCASTLE.

Governor Sir George Grey.

By the QUEEN.

A PROCLAMATION.

VICTORIA, R.

WHEREAS in and by a certain Statute, made and passed in the Parliament held in the sixteenth and seventeenth years of Our reign, and intituled "The Customs Consolidation Act, 1853," it is, amongst other things, declared and enacted as follows; that is to say:

"The following Goods may, by Proclamation or Order in Council, be prohibited either to be exported or carried coastwise: Arms, Ammunition and Gunpowder, Military and Naval Stores, and any Articles which Her Majesty shall judge capable of being converted into or made useful in increasing the quantity of Military or Naval Stores, Provisions, or any sort of Victual which may be used as food by man, and if any Goods so prohibited shall be exported from the United Kingdom or carried coastwise, or be waterborne to be so exported or carried, they shall be forfeited."

And whereas We have thought fit, by and with the advice of Our Privy Council, to prohibit either to be exported or carried coastwise, the Articles hereinafter mentioned; that is to say: Arms, Ammunition, and Military Stores (including Percussion Caps and Tubes), and also Lead, (being an article which we judge capable of being converted into or made useful in increasing the quantity of Military and Naval Stores), We, therefore, by and with the advice of Our Privy Council, and by this Our Royal Proclamation, do order and direct that, from and after the date hereof, all Arms, Ammunition, and Military Stores, (including Percussion Caps and Tubes), and also Lead, shall be, and the same are, hereby prohibited either to be exported from the United Kingdom, or carried coastwise.

Given at our Court, at *Windsor*, this fourth day of *December*, in the year of our Lord one thousand eight hundred and sixty-one, and in the twenty-fifth year of Our reign.

GOD save the QUEEN.

AT the Court at *Windsor*, the 4th day of *December*, 1861.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS it has appeared expedient and necessary to Her Majesty, by and with the advice of Her Privy Council, to prohibit the Articles hereinafter mentioned to be exported or carried coastwise from the Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively, except as hereinafter provided; Her Majesty is therefore pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that from and after the publication of this Order in the said Islands respectively, the following articles, namely,

Arms, Ammunition, and Military Stores (including Percussion Caps and Tubes), and also Lead,

shall be and the same are hereby prohibited to be exported or carried coastwise from the said Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively, except with the license of the Lieutenant-Governor or other Officer administering the government of such Islands respectively, for that purpose first had and obtained.

And the Lieutenant-Governors of Her Majesty's Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively for the time being, are to give the necessary directions herein as to them may appertain.

ARTHUR HELPS.

By the QUEEN.

A PROCLAMATION.

VICTORIA, R.

WHEREAS in and by a certain Statute, made and passed in the Parliament held in the sixteenth and seventeenth years of Our reign, and intituled "The Customs Consolidation Act, 1853," it is amongst other things, declared and enacted as follows; that is to say:—

"The following Goods may, by Proclamation or Order in Council, be prohibited either to be exported or carried coastwise: Arms, Ammunition and Gunpowder, Military and Naval Stores, and any Articles which Her Majesty shall judge capable of being converted into or made useful in increasing the quantity of Military or Naval Stores, Provisions, or any sort of Victual which may be used as food by man, and if any goods so prohibited shall be exported from the United Kingdom or carried coastwise, or be waterborne to be so exported or carried, they shall be forfeited."

And whereas We have thought fit, by and with the advice of Our Privy Council, to prohibit either to be exported or carried coastwise, the articles hereinafter mentioned (being articles which We judge capable of being converted into or made useful in increasing the quantity of Military or Naval Stores), We

therefore, by and with the advice of Our Privy Council, and by this Our Royal Proclamation, do order and direct that, from and after the date hereof, all Gunpowder, Saltpetre, Nitrate of Soda, and Brimstone, shall be, and the same are, hereby prohibited either to be exported from the United Kingdom or carried coastwise.

Given at Our Court, at *Windsor*, this thirtieth day of *November*, in the year of our Lord one thousand eight hundred and sixty-one, and in the twenty-fifth year of Our reign.

GOD save the QUEEN.

AT the Court at *Windsor*, the 30th day of *November*, 1861,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS it has appeared expedient and necessary to Her Majesty, by and with the advice of Her Privy Council, to prohibit the Articles hereinafter mentioned to be exported or carried coastwise from the Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively, except as hereinafter provided, Her Majesty is therefore pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that from and after the publication of this Order in the said Islands respectively, the following articles, namely,

- Gunpowder,
- Saltpetre,
- Nitrate of Soda, and
- Brimstone,

shall be and the same are hereby prohibited to be exported or carried coastwise from the said Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively, except with the license of the Lieutenant-Governor or other Officer administering the Government of such Islands respectively, for that purpose first had and obtained.

And the Lieutenant-Governors of Her Majesty's Islands of Jersey, Guernsey, Alderney and Sark, and the Isle of Man respectively for the time being, are to give the necessary directions herein as to them may appertain.

ARTHUR HELPS.

(Circular.)

Downing-street,  
21st December, 1861.

SIR,—I have the honour to acquaint you that it was on the 18th instant ordered by the Lords of Her Majesty's Council, that in the Morning and Evening Prayers, in the Litany, and in all other parts of the Public Service, as well in the occasional offices as in the Book of Common Prayer where the Royal Family is appointed to be particularly prayed for, the words "The Prince Consort" be omitted.

I have, therefore, to desire that you make

the necessary communication to the Lord Bishop of New Zealand in order that his Lordship may give instructions that such Form of Worship be observed in all Churches and Chapels of the United Church of England and Ireland within his Diocese.

I have, &c.,  
NEWCASTLE.

Governor Sir George Grey.

(Circular.)

Downing-street,  
17th January, 1862.

SIR,—I have the honor to acquaint you that it was on the 6th instant ordered by Her Majesty in Council that in all Prayers, Litanies, and Collects, for the Royal Family, the words "Albert Edward Prince of Wales" be inserted instead of the words "Albert Prince of Wales."

I have, therefore, to desire that you make the necessary communication to the Lords Bishops of the different Dioceses within your government, in order that their Lordships may give instructions that such form of worship be observed in all Churches and Chapels of the United Church of England and Ireland within their respective Dioceses.

I have, &c.,  
NEWCASTLE.

Governor Sir George Grey.

(Circular.)

Downing-street,  
22nd January, 1862.

SIR,—In my Despatch of the 26th ultimo, No. 117, I informed you of the apprehensions entertained by Her Majesty's Government that this country might be involved in a War with the United States of America; I am glad to be able to inform you that the question which threatened this calamitous consequence has been amicably settled.

The alarm, however, which has been felt will not have been wholly useless, if it shall have impressed on Colonial Governments the necessity of prompt and effectual preparations against contingencies which, though happily no longer imminent, can never, in the present disturbed state of the world, be regarded as impossible.

I have, &c.,  
NEWCASTLE.

Governor Sir George Grey.

(Circular.)

Downing-street,  
January 16th, 1862.

SIR,—You are aware of the determination of Her Majesty's Government to maintain the strictest neutrality in the hostilities which are now being carried on between the United and Confederate States of North America. In order to cause that Neutrality to be effectually respected throughout the Queen's Dominions, Her Majesty has directed (in accordance with a long-established European practice) that no Ship of War, Privateer, or other Armed Vessel

belonging to either of the Belligerents which shall anchor in any British Port shall be allowed to quit her anchorage within Twenty-four Hours after any vessel belonging to the adverse Belligerent, whether armed or unarmed, shall have left the same Port. In order to give effect to Her Majesty's orders I am to desire that, on the arrival of any such armed vessel in any port or roadstead within your Government, you will notify this rule to her Commander, and will inform him that, in case he should infringe it, his Government will be held responsible by that of Great Britain for violating the Neutrality of British Waters.

If any such Violation should take place, you will not fail to report it at once to Her Majesty's Government, and to the British Admiral on the Station.

And if you have strong grounds for apprehending any such Violation, you will similarly communicate with the British Admiral.

I have, &c.,  
NEWCASTLE.

Governor Sir George Grey.

Colonial Secretary's Office,  
Auckland, 5th April, 1862.

THE following notice is published for general information, at the request of the Government of Western Australia.

WILLIAM FOX.

£5000 REWARD.

Colonial Secretary's Office,  
Perth, Western Australia,  
1st February, 1862.

It is hereby notified for general information, that the Local Government of Western Australia offer as a reward for the discovery of a workable Gold Field within a radius of one hundred and fifty miles from the Public Offices in the City of Perth, on or before the 31st day of December, 1862, the sum of £5000, upon the following conditions:—

1. That the reward be not payable until 5000 ounces of gold of standard purity at the least, and either alluvial or crushed from quartz, and obtained from such gold fields, be entered and cleared at the Custom House in Fremantle, and actually shipped to Great Britain, either in one entry, or by several entries, before the 1st of July, 1863.

2. That the Governor of the Colony for the time being in Executive Council do finally adjudicate and determine to whom alone, or if there be several claimants, to whom, and in what proportions, and under what circumstances such reward shall be payable and paid.

3. That the locality or localities of such discovery be clearly and accurately defined, and published in the *Government Gazette* of the said Colony of Western Australia, on or before the 31st day of December, 1862.

By Command of His Excellency the Governor,

FRED. P. BARLEE,  
Colonial Secretary.

#### TENDERS FOR FIREWOOD.

Colonial Secretary's Office,  
Auckland, 5th April, 1862.

TENDERS will be received at this office, until noon of Monday the 28th instant, for furnishing the offices of the General Government with Firewood, in such quantities as may be required, for the six months commencing the 1st May next. The rates per ton to be specified for the usual size, and also for such as may be required to be cut and split to suit the fireplaces in the public offices, to be delivered at the several public offices.

W. GISBORNE,  
Under Secretary.

#### NOTICE OF LETTERS PATENT GRANTED TO J. F. MACKENZIE.

Colonial Secretary's Office,  
Auckland, 5th April, 1862.

HIS Excellency the Governor has been pleased to Grant Letters of Registration, dated the 2nd instant, under the "Patent Act, 1860," in favor of James Farquharson Mackenzie, of Lygon-street, North Melbourne, in the County of Bourke, in the Colony of Victoria, Coffee Roaster, (who, with Robert Harper, Coffee roaster, of Melbourne aforesaid, previously obtained the Letters Patent after-mentioned in the Colony of Victoria aforesaid, on 23rd day of September, 1858, but who is now the *bonâ fide* holder of the said Letters Patent, being the assignee thereof by a Deed executed in his favor by the said Robert Harper, dated 14th August, 1860) for an Invention for "Improvements in Roasting Coffee and other "Seeds and Roots and also in drying Grain," with all the privileges thereto belonging.

WILLIAM FOX.

Colonial Secretary's Office,  
Auckland, 5th April, 1862.

ENQUIRIES having been made respecting the person named below, anyone who can give any information concerning such a person is requested to communicate the same to this office.

WILLIAM FOX.

Christian and Surname—Jonathan Blott, *alias* Henry Johnson.

Residence before going to the Colony—Woodford, near Thrapston, Northamptonshire.

Age—Not known.

Occupation—Not known.

Married or single—Married, wife and family.

Date of leaving England—10th June, 1860.

Date of arrival in the Colony—October, 1860.

Name of Vessel and Master—*Northern Bride*;  
Master not stated.

When last heard from by friends—5th February, 1861. Stated that he was working 4 miles from Auckland (as a gardener, it is supposed).

NOTICE TO MARINERS.

Colonial Secretary's Office,  
Auckland, April 5th, 1862.

THE following Sailing Directions for the Eastern Entrance into Western Port and for the Anchorages off Cape Wollamai and the east end of Philip Island, Victoria, are published for general information.

WILLIAM FOX.

EASTERN ENTRANCE INTO WESTERN PORT.

The eastern passage into Western Port has recently been surveyed, and its hidden dangers and prominent points marked by beacons and buoys.

Vessels in the neighbourhood desirous of entering Western Port, or seeking shelter and unable to fetch the western entrance, need not lose ground by running back round Wilson's Promontory, but in any weather, if the S.E. point of Cape Wollamai can be seen, may with confidence steer for the eastern passage, where good anchorage, easy of access, sheltered from all winds, will be found for vessels drawing fourteen (14) feet.

Vessels of larger tonnage and heavier draught, up to eighteen (18) feet, can lie in the deep water anchorage, to the S.E. of Black Reef, sheltered from all winds except S.E. gales. Vessels drawing twelve (12) feet can go through the passage into Western Port at high water.

DESCRIPTION OF THE WEST SIDE OF THE PASSAGE.

*Cape Wollamai.*

The S. E. end of Philip Island lies E.  $\frac{1}{4}$  S. twenty-two miles from Cape Schanck, is a high steep wedge-shaped granite headland, sloping towards the N. W., of a red color, and is the highest land near the coast.

*A Rocky Ledge.*

Awash, lies about a cable's length off the pitch of the cape, upon which the sea breaks heavily in bad weather.

*A Small Sunken Rock,*

Which only shows awash at low water, lies about a cable's length and a half to the northward of the S.E. part of the cape, and half a cable's length off shore.

*Red Point*

Is the northernmost part of the western head of the entrance, is about fifty feet high, and composed of bare red granite boulders with a small patch of trees on the rising ground to the westward of it, and may be known by a square openframed wooden beacon, colored black, standing forty (40) feet from the water's edge. About two cables' length to the southward of the black beacon, an isolated square block of granite, colored white, juts out from the other rocks close to the water's edge.

*Black Reef.*

This reef divides the outer from the inner anchorage, and runs out N. by E. a cable's length from the N. W. end of the sandy bight inside of Red Point. About twenty fathoms N. by W. from the end of the reef lies a rocky patch thirty (30) feet in diameter, with three feet over it and twelve feet between it and the reef. A pillar beacon, surmounted by a black ball, is placed on the middle of the patch, with the following bearings:—

Red Point, S.E.  $\frac{3}{4}$  E.  $5\frac{1}{2}$  cables' length.

Sandy Peak, S.W. by W.  $\frac{1}{2}$  W.

*Sandy Peak*

Is the highest and most southerly of the sand hills on the east end of Philip Island. The Peak is steep, well defined, and marked by a cross beacon on the top, and is a good mark for the anchorage.

*Woody Point.*

The north-eastern end of Philip Island is low, and covered with trees. It forms the western side of the inner heads, and bears N.  $\frac{3}{4}$  W. two miles and one-tenth from Red Point.

*Middle Rocks*

Are two isolated flat rocks; the easternmost is the largest, being about one hundred and twenty feet long and thirty feet broad, and marked by a pillar beacon and black ball. These rocks cover at half tide, and lie about a quarter of a cable's length east from Woody Point, with five fathoms close alongside of the easternmost.

An extensive mud flat, which partly dries at low water, stretches out from Woody Point into the passage in a south and south-west direction, and into Western Port, N.N.E., about a mile, trending away in a W.N.W. direction upwards of four miles. The southern end is marked by a pillar beacon and black ball, with the following bearings:—

Davis Point, E  $\frac{1}{2}$  N.

Sandy Peak, S. by W.  $\frac{1}{2}$  W.

The south-east and north ends inside of Western Port are marked by two black buoys, and the eastern edge of the flat by three black cross beacons. The following are the bearings of the buoys:—

East buoy, in seven feet	}	White house on Church Hill Island, W. by N. $\frac{1}{2}$ N.
		Hut on Woody Point, S.W. $\frac{3}{4}$ W.
North buoy, in ten feet	}	White house on Church Hill Island, W. by S.
		Hut on Woody Point, S.W. by S. $\frac{1}{2}$ S.

DESCRIPTION OF THE EAST SIDE OF THE PASSAGE.

*Griffith Point.*

The S. W. part of the mainland is a sandstone bluff, about seventy (70) feet high, and bare of trees for some distance

inland. A rocky ledge runs out S. W. about two cables' length from the point. The extensive sandbank, which partly blocks up the eastern passage, having only four feet of water over it in most places, stretches out from Griffith Point upwards of three-quarters of a mile to the S.W. and westward. The S.W. tongue lies about two cables N.E. from Red Point, with four feet over it, and two and three fathoms close to its edge. In bad weather, especially during ebb tide, the sea always breaks over the edge of the bank, which dries in patches at the north end.

#### *White Beacon Patch*

Lies N. W.  $\frac{1}{4}$  W. one mile from Red Point; is a small rocky patch on the west end of the sand, with three feet over it, and two fathoms close to the western end; is marked by a pillar beacon and white ball.

The N.W. end of the sand is marked by a white cask buoy, moored in 12 feet, with the following bearings:—

Sandy Peak, just open to the west-	...	S. by W.
ward of white beacon ...	...	...
Griffith Point ...	...	E. by S.

#### *Davis Point.*

The westernmost part of the main land is low, sandy, and wooded to the water's edge; it forms the eastern side of the inner head; a long mud flat extends from it in a N.E. direction. The N.W. part, on which there is a heap of loose stones, is marked by a pillar beacon with white ball; the edge of the channel to the north of the flat, is marked by three white cross beacons placed in five feet water, bearing from each other N. by E.  $\frac{1}{4}$  E. and S. by W.  $\frac{1}{2}$  W.

The coal shaft recently opened lies N.E. three-quarters of a mile from Davis Point, close to the water's edge. Should coal be found in large quantities, there is excellent shelter for vessels to lie and load up to sixteen feet within three cables' lengths of the shaft.

#### DESCRIPTION OF THE ANCHORAGES.

The distance between the N.E. part of Cape Wollamai (Red Point) and Griffith Point is about a mile.

The navigable channel into Western Port and the anchorages is between these points close over towards Cape Wollamai at its south-east end, and close to Davis Point at its north end.

The deep water anchorage is to the N. W. of Red Point, between the south-western edge of the sand and the sandy bight off the east end of Phillip Island; the available anchorage space is two cables broad and about half a mile long, in three and four fathoms sandy bottom.

The inner anchorage is further to the northward, past Black Reef beacon, is from two to three cables broad, and about a mile and a half long, with from fifteen to twenty feet water, sandy and mud bottom.

#### DIRECTIONS FOR ENTERING THE DEEP WATER ANCHORAGE.

After rounding the south-east end of Cape Wollamai, haul in to the northward for Red Point, keeping a look out for the tail of the sand, taking care to be within a cable's length of the point before it is brought to bear S.W. to clear the sand spit which lies N.E. two cables' length from Red Point, passing which you may anchor midway between it and Black Reef beacon, keeping as close to the island side as the depth of water will admit. The soundings shoal gradually from eight fathoms off the S.E. part of Cape Wollamai to three fathoms close to Red Point and the tail of the sand.

If bound to the inner anchorage, after passing Red Point keep midway between Black Reef beacon and the western edge of the sand, where the channel is only a cable's length broad, but widens out immediately you are past the reef, to the N.W. of which you will find good shelter, going as close in shore as the depth will permit; or after passing reef beacon steer N.W. half-a-mile, keeping the white beacon a little on the starboard bow, giving it a berth of half a cable's length in passing, and anchor midway between it and the white buoy; or you can run to the northward of the white buoy and anchor between it and Davis Point. The channel here is over three cables' length wide, and gives more room for getting under weigh again.

Vessels drawing twelve feet can, by choosing a proper time of tide, enter Western Port by the eastern passage, but they should wait at the inner anchorage until nearly slack water, as the tide runs with great force through the narrows up to the north black buoy.

The navigable channel above Woody Point through the mud flats, which has been beaconed off, has not over seven feet at low water at its northern and southern ends.

The directions already given for the inner anchorage will take vessels bound into Western Port up to Davis Point, which may be passed within twenty fathoms, and a course shaped for the south black buoy, bearing from Davis Point N.N.E. 6-10 of a mile, pass to the eastward of it about half a cable's length, when haul to the N.W. towards the edge of the mud flat off Woody Point, and when you open the northernmost white beacon to the westward of the other two stand up N.N.E. midway between them and the black beacons until past the northernmost black buoy, when you are clear of the mud flats. If bound towards Observation Point, a N.W.  $\frac{1}{4}$  N. course four and a half miles will carry you to it, keeping in three fathoms.

A small rocky patch, with only three feet on it, lies E. by N.  $\frac{1}{4}$  N. about three-quarters of a mile from the north black buoy, and a mile N.W.  $\frac{3}{4}$  N. from Anderson's Bluff. The patch is marked by a black and red chequered buoy.



Vessels within Western Port, and bound to sea through the eastern passage, after passing Observation Point, may steer S.E.  $\frac{1}{4}$  S. for the north black buoy, keeping in three fathoms until close up to the buoy, give it a berth of half a cable's length in passing, and steer to the southward between the white and black beacons, hauling gradually to the eastward before passing the last black beacon. Leave the south black buoy on the starboard hand, steering about S.W. by S. through the narrows, keeping close over to Davis Point, and when Griffith Point bears E. by S.  $\frac{1}{2}$  S. haul out south for half-a-mile, and round white beacon patch; thence steer about S.E. by E. out to sea, keeping about half a cable's length from the western edge of the sand, leaving the beacons on Black Reef and Red Point on the starboard hand.

#### Tides.

It is high water at full and change at Woody Point at 12.50. Springs rise about eight feet, and neaps about five. The tide runs with great force all through the passage, especially at the narrows, and between the Black Reef and the western edge of the sand. Vessels at anchor would do well to run a kedge out to keep them from fouling.

Excellent fresh water can be obtained at all times close to the fisherman's hut, just inside of Red Point.

All bearings are magnetic, and soundings low water spring tides.

CHARLES FERGUSON,

Chief Harbour Master.

Department of Ports and Harbours,

Williamstown, 30th January, 1862.

Attorney-General's Office,  
Auckland, 5th April, 1862.

**H**IS Excellency the Governor has been pleased to appoint the following Resident Magistrates to be Resident Magistrates under the "Native Circuit Courts' Act, 1858,"

JAMES REDDY CLENDON, ESQ.,  
Resident Magistrate, Hokianga, Bay of Islands.

EDWARD MARSH WILLIAMS, ESQ.,  
Resident Magistrate, Waimate, Bay of Islands.

ROBERT CLAPHAM BARSTOW, ESQ.,  
Resident Magistrate, Russell, Bay of Islands.

HENRY TACEY CLARKE, ESQ.,  
Resident Magistrate, Tauranga, Bay of Plenty.

HENRY SEWELL.

#### NOTICE.

*Respecting Deserters from the Army and Navy.*

Attorney-General's Office,  
Auckland, 5th April, 1862.

**F**REQUENT instances having occurred of Desertion from her Majesty's Sea and Land Forces in this Colony,

Notice is hereby given, that the most rigorous proceedings will be taken against any person enticing away, harbouring, concealing, or employing Deserters. The enact-

ments relating to the above offence are subjoined for information.

FRANCIS D. FENTON,  
Assistant Law Officer.

### CLAUSES OF IMPERIAL ACTS RELATING TO DESERTERS.

#### NAVAL DESERTION.

10 and 11 Vic., chap. 62, sec. 11.

"And be it enacted, That every person who, by words or any other means whatsoever, shall persuade any person in Her Majesty's Navy to desert, or improperly absent himself from his duty, shall forfeit and pay the sum of twenty pounds for every such act; and every person who shall assist or procure any person in Her Majesty's Navy to desert, or improperly absent himself from his duty; or shall conceal, employ, or continue to employ any person belonging to Her Majesty's Navy, who shall be a deserter, or improperly absent from his duty, knowing him to be such a deserter, or so improperly absent, shall forfeit and pay the sum of thirty pounds for every such assistance, procurement, concealment, employment, or continuing of employment, as aforesaid."

#### MARINE DESERTION.

21 Vic., cap. 7, sec. 54.

"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 Marine to desert; or shall by words or by any other means whatsoever, attempt to procure or persuade any Marine to desert; and any person who, knowing that any Marine is about to desert, shall aid or assist him in deserting; or, knowing any Marine to be a deserter, shall conceal such deserter, or aid or assist such deserter in concealing himself, or aid or assist in his rescue, 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."

#### MILITARY DESERTION.

21 Vic., cap. 9, sec. 88.

"Any person who shall, in any part of Her Majesty's dominions, or by any means whatsoever, directly or indirectly, procure any Soldier to desert, or 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, or aid or assist in his rescue, 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."

Office of Minister for Native Affairs,  
Auckland, April 5th, 1862.

**HIS** Excellency the Governor has been pleased to appoint

SAMUEL BESWICK, Esq., M.R.C.S.,

Native Medical Attendant for the District of Kaiapoi.

This appointment to date from the 1st November, 1861.

WILLIAM FOX,  
For Minister for Native Affairs.

Office of Minister for Native Affairs,  
Auckland, April 5th, 1862.

**HIS** Excellency the Governor has been pleased to appoint

GEORGE TAYLOR CATLING, Esq., M.B.,

to be Native Medical Attendant for the District of Bank's Peninsula.

This appointment to date from the 1st November, 1861.

WILLIAM FOX,  
For Minister for Native Affairs.

Office of Minister for Native Affairs,  
Auckland, April 5th, 1862.

**HIS** Excellency the Governor has been pleased to appoint

JOSEPH GILES, Esq.,

Native Medical Attendant for the District of Waiuku, *vice* GEORGE TOPP, Esq., removed.

This appointment to date from the 1st ultimo.

WILLIAM FOX,  
For Minister for Native Affairs.

Office of Minister for Native Affairs,  
Auckland, April 5th, 1862.

**HIS** Excellency the Governor has been pleased to appoint

SAMUEL CURL, Esq., M.D.,

Native Medical Attendant for the District of Rangitikei.

This appointment to date from the 19th ultimo.

WILLIAM FOX,  
For Minister for Native Affairs.

Office of Minister for Native Affairs,  
Auckland, 5th April, 1862.

**HIS** Excellency the Governor has been pleased to appoint

JAMES WATHEN PREECE, Coromandel,  
to lay Informations under "The Native Land Purchase Ordinance, Sess. vii., No. 19."

WILLIAM FOX,  
For Minister for Native Affairs.

Crown Lands Office,  
Auckland, 5th April, 1862.

**HIS** Excellency the Governor has been pleased to appoint

The Honble. HENRY SEWELL  
to be *ad interim* Secretary for Crown Lands,

during the absence of the Honble. Crosbie Ward.

This appointment to bear date from the 7th March ultimo.

HENRY SEWELL,  
Secretary for Crown Lands.

Crown Lands Office,  
Auckland, 5th April, 1862.

**HIS** Excellency the Governor has been pleased to appoint

HENRY HANSON TURTON, Esq., R.M.,

to be a Commissioner of Crown Lands under the "Crown Lands Ordinance, Sess. x., No. 1," and "Crown Lands Ordinance Amendment and Extension Ordinance, Sess. xi., No. 10."

This appointment to bear date from the 1st March ultimo.

HENRY SEWELL,  
Secretary for Crown Lands.

Crown Lands Office,  
Auckland, 5th April, 1862.

**HIS** Excellency directs that the following Provisional Rules and Regulations for the Coromandel Gold Fields be published for general information.

HENRY SEWELL,  
Secretary for Crown Lands.

At a public meeting of prospectors for gold, held at the Tiki, Coromandel, on the 15th of March, 1862, the following Provisional Regulations were agreed upon:—

1. That all works, whether of prospecting or digging, shall be confined to such lands as are at present open to exploration, or may be so open from time to time.

2. That the exceptions made by the Natives in their agreement with the Government (as explained in Mr. McLean's letter of Nov. 7th, 1861) be duly respected until such time as better terms may be arranged.

*Extent of Claim.*

3. The extent of ground that shall be occupied by any miner shall be, whether for sinking, surface digging, river working, tommying, or cradling, or for sluicing on ground or plank, or for mining on quartz reef—

For shallow sinking, *i.e.*, under 30 feet deep, 30 feet square per claim.

For deep sinking, *i.e.*, above 30 feet deep, 50 feet square per claim.

For quartz mining, 50 feet along the reef, by 300 feet in width.

*Prospecting.*

4. Persons who discover available lands for mining, shall be entitled to occupy, in addition to their own individual claims—

If not more than two persons, one claim.

If more than two persons, two claims.

*Association.*

5. Any number of persons having miners' claims, and working together in parties, or associations, shall be entitled to hold such

claims contiguously, but so as not to exceed in the whole the extent allowed for eight persons.

*Space left between Claims.*

6. A space or wall of three feet in breadth for shallow sinking, and six feet for deep, must be left between the boundaries of adjoining claims.

*River Mining.*

7. The extent of ground that shall be allowed to each claim for river or creek mining shall be seventy-two feet in length frontage.

*Water-courses may be diverted.*

8. Any person may, by consent of the Resident Magistrate, or Commissioner appointed for that purpose, divert any stream or part of a stream from any place where it is not at the time required, to some other place where it may be required, by the construction of a dam and race, or otherwise.

*Water-works not to be injured wilfully.*

9. No person shall injure any race or dam, or do anything to obstruct the water, or to deprive the person who has diverted the water of the use thereof.

*Claims for reward to be registered.*

10. All claim or claims to the reward promised by the Provincial Government to be registered with the Resident Magistrate, who will duly forward the same to His Honor the Superintendent.

Assented to on behalf of the General Government.

H. H. TURTON, R. M.,  
(Commissioner of Crown Lands),  
Chairman.

With forty-six signatures.

POSTAL.

General Post Office,  
Auckland, April 5th, 1862.

**H**IS Excellency the Governor has been pleased to authorise the following Officers to receive Official Letters and Packets from Natives *free of Postage*, in terms of the Proclamation of the 13th February last,

The Resident Magistrates in Native Districts.

HENRY SEWELL,  
In the absence of the Postmaster-General.

POSTAL.

General Post Office,  
Auckland, April 5th, 1862.

**T**HE following Despatch from the Right Honorable the Postmaster-General of the United Kingdom is published for general information.

HENRY SEWELL,  
In the absence of the Postmaster-General.

GENERAL INSTRUCTIONS RESPECTING THE CORRESPONDENCE BETWEEN FRANCE AND NEW ZEALAND.

General Post Office,  
20th January, 1862.

SIR,—The Government of New Zealand having signified its acquiescence in the arrangement, under which it is proposed that the entire postage upon letters exchanged between France and New Zealand may be paid in advance or at the place of destination, I am directed by the Postmaster General to inform you that an Agreement, of which I enclose some copies, has been concluded with the French Post Office, for the purpose of giving effect to the arrangement, and I am to request that steps may be taken for carrying the measure into operation in New Zealand on the 1st April next, the date named in the Agreement.

I am, however, to explain that, according to the scheme proposed in the first instance it was intended that Newspapers and Printed Papers exchanged between France and New Zealand should be paid to destination, but that, as the East Indian Post Office has, up to this time, declined to adopt this part of the scheme, and as it is desirable to maintain uniformity in the Postal arrangements between France and the several British Possessions in the East, it has been decided that for the present the French and the British sea rate on all Newspapers and Printed Papers shall be collected in France, as heretofore, and that the Colonial rate shall be collected in New Zealand both on Papers received and on Papers despatched.

The following regulations must be observed on the despatch of Mails to France and on the receipt of Mails from France.

Two mails for France must continue to be made up, one for the Post Office at Marseilles and the other for the Travelling Post Office between Marseilles and Lyons.

The correspondence addressed to France or to the several Foreign Countries, the Letters for which are sent through France, must be despatched in one or the other of those Mails, according to your present practise.

With each Mail a Letter Bill, similar to one herein enclosed, must be forwarded, and in it must be entered, in the several places provided for the purpose, (Column 5,) the weight of each class of correspondence contained in the Mail; the weight of the paid letters being stated in British ounces and the weight of the unpaid letters and of all printed papers being stated in French grammes.

In the Letter Bill the names of the several Foreign Countries for which letters may be sent through France are arranged in classes, A. to F, according to the rate to be accounted for to France when the postage of the letters has been prepaid, letters for the Countries included in classes B. D. E. and F. may be registered but; if registered, *the postage at double the ordinary rates* must invariably be prepaid.

The weight of Registered letters for any of these classes must be entered in Column 7 instead of in Column 5.

All letters sent from New Zealand in the Mails for France must bear a date stamp, and all Registered letters must, in addition, be stamped with the word "Registered."

All unpaid letters and Printed Papers must bear a stamp shewing at what rate per ounce or per kilogramme the French Post office is to account for the British postage of such letters or Printed Papers.

Paid letters must invariably be stamped in red PD or PP according as they are paid to destination or paid to a certain point.

The several stamps above referred to are sent herewith.

The addresses of Registered letters must be entered in Table No 4 of the Letter Bill, and the Letters themselves must be tied with string and made fast to the Letter Bill by a seal.

The word "Registered" must also be stamped at the top of the Letter Bill whenever the mail contains one or more Registered letters.

A proper label must be affixed to each separated bundle of Letters sent in the Mail. A supply of these labels is sent herewith.

Mis-sent and redirected letters are to be brought to account in Tables 2 and 3 of the Letter Bill.

All the foregoing regulations will be observed in France upon the despatch of Mails to New Zealand and it will be necessary for you to have the several entries checked on the arrival of the Mails at your office.

For every Mail received from France an acknowledgment must be forwarded to the office from which the Mail was sent.

A Form for acknowledging the last Mail received from France is appended to each form of Letter Bill which you are to use for Mails sent to France.

In this acknowledgment the items copied from the French Letter Bill should be inserted in columns 4, 5, 6 and 7, and the particulars as verified at your office should be inserted in columns 8, 9, 10 and 11.

As the sums due to or from France will be brought into the general accounts between this Department and the French Post office, it will be necessary that you should send to this office at the end of every month a duplicate of each Letter Bill which you despatch and the original Letter Bill and acknowledgments which you receive from France during the month.

It will then remain to adjust the account between this Department and your office with reference to this correspondence and to enable the Receiver and Accountant General to make this adjustment, two Forms, one headed a "statement of the correspondence contained in the Mail for France" and the other headed a "statement of the correspondence contained in

the Mail from France" have been prepared, and a supply of each is sent herewith.

Provision is made in these Forms for crediting this office with the several amounts which it will have to pay to France on the letters the postage of which is collected in New Zealand and for crediting your office with the postage due to it on letters, the postage on which is collected by the French Post Office. One of the Forms must be sent by you to the office of the Receiver and Accountant General in London on the despatch of each Mail to France and on the receipt of each Mail from France.

I enclose some copies of a Table showing the Rates of postage to be collected in New Zealand upon prepaid letters sent in the Mails for France. Upon Newspapers, as I have already stated, only the Colonial rate of postage is to be collected.

You will understand that it is not intended that you should send in the Mails for France, all the correspondence for the several countries enumerated in this Table, but merely that upon those letters which you do send in the Mails for France the rates of postage specified in the Table are to be collected, and the other directions contained in this letter are to be observed.

The rates of postage to be collected in New Zealand upon unpaid letters received in the Mails from France will be the same as upon paid letters sent in the Mails to France, except in the case of unpaid letters originating in France or Algeria.

Upon this last description of letters, as the French Post Office is to receive credit for two francs an ounce, (which is double the amount to be accounted for on paid letters addressed to France or Algeria,) instead of 8d. per quarter ounce, 10d. per quarter ounce must be collected in New Zealand, being 5d. for French rate, 4d. for British sea rate and 1d. for the New Zealand rate.

In conclusion, I am to request that you will be good enough to acknowledge the receipt of this letter and state whether the regulations here laid down for your guidance are fully understood.

As it has been arranged that Mails shall be exchanged between France and Wellington as well as between France and Auckland, I have forwarded to you a duplicate set of stamps, forms, &c., for the use of the Wellington Office, and I request that you will be good enough to furnish the Postmaster with the necessary instructions for the exchange of Mails under the new regulations.

I am, &c.,

F. HILL.

The Postmaster General,  
Auckland.

TABLE SHEWING THE RATES OF POSTAGE

To be collected in New Zealand on the 1st April, 1862, and thenceforward, upon Letters addressed to France and Algeria, as well as upon Letters forwarded from New Zealand to Foreign Countries, via France.

DESTINATION.	Limit to which Letters may be Paid.	Not exceeding $\frac{1}{4}$ oz.		Above $\frac{1}{4}$ oz. and not exceeding $\frac{1}{2}$ oz.		Above $\frac{1}{2}$ oz. and not exceeding $\frac{3}{4}$ oz.		Above $\frac{3}{4}$ oz. and not exceeding 1 oz.	
		s.	d.	s.	d.	s.	d.	s.	d.
<b>I.</b>									
France or Algeria.....	Destination ...	0	8	1	4	2	0	2	8
<b>II.</b>									
FOREIGN COUNTRIES, <i>viâ</i> FRANCE.									
Spain .....	} Through France }	0	9	1	6	2	3	3	0
Portugal.....									
Luxemburg .....	} Destination ...	0	10	1	8	2	6	3	4
Baden.....									
The Netherlands.....									
Belgium.....									
Rhenish Prussia.....									
Bavaria.....									
Wurtemberg.....									
German States; viz., Hohenzollern, Birkenfeld, Hesse Homburg, Lippe Detmold, Schwartzburg-Rudolstadt, Reuss, Nassau, Saxe Coburg Gotha, Saxe Meiningen-Hildburghausen, Hesse Electoral, Hesse Darmstadt, Saxe Weimar-Eisenach, Frankfort-on-the-Maine, Hamburg, Bremen and Lubeck.....									
Switzerland.....									
Italy.....									
Prussia (the Rhenish Provinces excepted)	} Destination ...	1	0	2	0	3	0	4	0
Hanover.....									
Saxony.....									
Mecklenburgh Schwerin.....									
Mecklenburgh Strelitz.....									
Brunswick.....									
Oldenburg (the Principality of Birkenfeld excepted).....									
Anhalt.....									
Austrian Dominions and Belgrade.....	} Extreme frontier of Austria }	1	0	2	0	3	0	4	0
Servia (Belgrade excepted).....									
Montenegro.....	} Destination ...	1	2	2	4	3	6	4	8
Denmark.....									
Papal States.....	} Destination ...	1	7	3	2	4	9	6	4
Moldavia.....									
Wallachia.....									
Turkey in Europe (the places at which France maintains Post Offices excepted) <i>viâ</i> Austria.....									
Sweden.....									
Norway.....									
Poland.....									
Russia.....									
Any Foreign Country beyond Sea, to which Letters may be despatched from a Port in France, by Private Ship.....	} Port of Dis-embarkation }	0	11	1	10	2	9	3	8

The postage upon Letters for Spain, Portugal, Servia, (Belgrade excepted,) and Montenegro, or for Foreign Countries beyond Sea, must be paid in advance. Letters for the other Countries specified may either be paid in advance or forwarded unpaid at the option of the Sender.

## REGISTERED LETTERS.

Letters addressed to all those Countries and Places to which, according to the foregoing Table, the entire postage to destination can be paid in advance, may be registered at the desire of the Senders, and in such case the postage *must be so prepaid*, and at double the rates of postage chargeable for ordinary Letters.

GENERAL POST OFFICE, LONDON,  
20th January, 1862.

## CLAIMS TO VOTE FOR EAST AND WEST WAITAKEREI.

I HEREBY give notice that all persons who have registered Claims to have their names enrolled as Voters for the Election of the Board of Commissioners for the Districts of East and West Waitakeri, will be required to attend at the Resident Magistrate's Court, Auckland, on or before the 30th day of April, 1862, to prove their Claims.

THOMAS BECKHAM,  
Resident Magistrate.  
Resident Magistrate's Court,  
Auckland, 2nd April, 1862.

Office of the General Assembly  
April 4th, 1862.

UNDER the authority of the "Standing Orders on Private Bills Act, 1861," the Honorable the Speakers of the Houses of the General Assembly have appointed

FRANCIS DART FENTON, ESQUIRE,  
a Solicitor of the Supreme Court of New Zealand, to be a Parliamentary Agent.

F. E. CAMPBELL,  
Clerk of General Assembly.

Treasury, Auckland,  
5th April, 1862.

THE following Return is published for general information.

READER WOOD.

## RETURN OF THE QUANTITY AND VALUE OF GOLD EXPORTED FROM NEW ZEALAND FROM THE 1ST APRIL, 1857, TO 31ST DECEMBER, 1861.

Port.	During the Quarter ended 31st December, 1861.								Exported from 1st April, 1857, to 30th September, 1861.		Total Exports.	
	To Great Britain.		To New South Wales.		To Victoria.		Total.					
	ozs.	£	ozs.	£	ozs.	£	ozs.	£	ozs.	£	ozs.	£
Auckland.....	...	...	...	...	...	...	...	...	354	1,372	354	1,372
Wellington....	...	...	...	...	...	...	...	...	5,124	19,856	5,124	19,856
Nelson.....	1½	5	250	969	...	...	251	974	36,451	141,248	36,702	142,221
Dunedin.....	...	...	23,080	89,435	141,438	548,072	164,518	637,507	23,178	89,814	187,696	727,322
Totals ...	1½	5	23,330	90,404	141,438	548,072	164,769	638,481	65,107	252,290	229,876	890,771

R. F. PORTER,

Assistant Treasurer.

Treasury, Auckland,  
2nd April, 1862.

Treasury, Auckland, 5th April, 1862.

THE following Balance Sheet of the Lyttelton Saving's Bank, for the year 1861, is published for general information.

READER WOOD.

DR.	BALANCE SHEET OF THE LYTTELTON SAVINGS' BANK, FOR THE YEAR ENDING 31ST DECEMBER, 1861.						Cr.
<b>DEPOSIT ACCOUNT :—</b>							
Balance of Deposits at Lyttelton, 31st Dec., 1860...	£	s.	d.	£	s.	d.	
Amount Deposited during the year 1861 ...	1,035	18	9				
	553	7	9				
Withdrawn during the year 1861 ...	1,589	6	6				
	860	19	3	728	7	3	
Balance of Deposits at Christchurch, 31st Dec., 1860	829	11	0				
Amount Deposited during the year 1861 ...	1,245	17	1				
Withdrawn during the year 1861 ...	2,075	8	1	1,410	5	6	2,138 12 9
	665	2	7				
<b>INTEREST ACCOUNT :—</b>							
Total amount of Interest received during the year 1861 ...				191	6	3	
Less paid to Depositors on withdrawals, and added to Deposit accounts at the end of the year 1861 ...				86	19	7	
Deduct expenses for the year ...				104	6	8	53 17 6
				50	9	2	
<b>BUILDING ACCOUNT :—</b>							
Being Balance of Profits from previous years ...							202 6 9
							£ 2,394 17 0
							£ 2,394 17 0
<b>MORTGAGE ACCOUNT :—</b>							
Amount lent on nine Mortgages ...							1,250 0 0
<b>BILL ACCOUNT :—</b>							
Amount lent on the security of the names of three householders, matures, 1st March, 1862 ...							100 0 0
Balance at the Union Bank of Australia ...							910 13 4
“ at the Bank of New South Wales ...							134 3 8

J. G. WRIGHT, Accountant.

We hereby certify that there was no cash on hand, the balance being deposited with the Union Bank of Australia, and the Bank of New South Wales. We also certify that we have examined the books of the Savings' Bank with the above Balance Sheet, and have found the same to be correct; and further that we have examined the Assets of the Bank and have found them as above stated.

J. W. HAMILTON,  
H. S. MCKELLAR,  
WM. DONALD,  
R. LATTER. } Trustees.

I hereby certify that the amount of nine hundred and ten pounds, thirteen shillings and four pence, was standing to the credit of the Lyttelton Savings' Bank Account, at the Lyttelton Branch of the Union Bank of Australia, on the 31st of December, 1861.

D. H. MURDOCK, *pro*. Manager.

I hereby certify that the sum of one hundred and thirty-four pounds, three shillings and eight pence was paid by the Hon. Sec. to the Savings' Bank at Christchurch into the Bank of New South Wales, Christchurch, on the 31st December, 1861, too late for transmission on the same day to the Union Bank of Australia, Lyttelton.

C. W. TURNER, Manager.

Treasury, Auckland, 5th April, 1862.

THE following Balance Sheet of the New Plymouth Savings Bank, for the year 1861, is published for general information.

READER WOOD.

STATEMENT OF THE RECEIPTS AND PAYMENTS OF THE NEW PLYMOUTH SAVINGS' BANK, FOR THE YEAR 1861.

RECEIPTS.						PAYMENTS.											
						£	s.	d.									
Cash in hand on 31st January, 1861	...	...	...	...	...	726	13	2	Deposits withdrawn	...	...	...	...	...	940	3	3
Amount Deposited	...	...	...	...	...	1,036	11	10	Provincial Debentures	...	...	...	...	...	600	0	0
Mortgages	...	...	...	...	...	200	0	0	Union Bank of Australia	...	...	...	...	...	200	0	0
Interest on Securities	...	...	...	...	...	54	1	7	Advertisement	...	...	...	...	...	0	3	0
									Cash in hand	...	...	...	...	...	277	0	4
						<u>£2,017 6 7</u>									<u>£2,017 6 7</u>		

STATEMENT OF ASSETS AND LIABILITIES OF THE NEW PLYMOUTH SAVINGS BANK, 31ST DECEMBER, 1861.

ASSETS.						LIABILITIES.											
Cash in hand 31st December, 1861	...	...	...	...	...	277	0	4	Due to Depositors	...	...	...	...	1,364	15	1	
Amount of Bills in hand	...	...	...	...	...	56	8	0	Interest added this year	...	...	...	...	63	1	1	
Stock	...	...	...	...	...	6	17	0	Stationery	...	...	...	...				
Mortgages	...	...	...	...	...	250	0	0									
Provincial Debentures	...	...	...	...	...	600	0	0									
Union Bank of Australia	...	...	...	...	...	200	0	0									
						<u>1,390 5 4</u>											
Loss on management to this date	...	...	...	...	...	50	5	3									
						<u>£1,440 10 7</u>											<u>£1,440 10 7</u>

We have examined the above statements with the books and find the same to be correct.

SAM. POPHAM KING,  
 RICHARD CHILMAN,  
 J. STEPHENSON SMITH,  
 J. NEWTON WATT, } Trustees.

New Plymouth, 6th January, 1862.

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