



THE
NEW ZEALAND GAZETTE.

Published by Authority.

WELLINGTON, SATURDAY, APRIL 20, 1867.

Colonial Secretary's Office,
 Wellington, 17th April, 1867.

THE following Bills passed by the Provincial Council, and assented to by the Superintendent of the Province of Nelson, intituled:—
 "Publicans' Licensing Act, Session XV. No. 2;"
 "The Auctioneers' Licensing Amendment Act, 1867, Session XV. No. 1;"
 "Supplementary Appropriation Act, Session XV. No. 3;"
 having been laid before the Governor, His Excellency has been pleased to leave the same to their operation.
 E. W. STAFFORD.

NOTE.—This notice is re-published in consequence of an error in the one published in the *New Zealand Gazette*, No. 13, of 6th March, 1867, page 105.

Colonial Secretary's Office,
 Wellington, 17th April, 1867.

IT is hereby notified for general information, that JAMES BENN BRADSHAW, Esq., has been appointed Agent of the General Government for the Otago Gold Fields.
 E. W. STAFFORD.

Colonial Secretary's Office,
 (Judicial Branch),
 Wellington, 17th April, 1867.

HIS Excellency the Governor has been pleased to accept the resignation by JOSEPH HENRY LEVIEN, Esq., of Nelson, of his appointment as a Justice of the Peace for the Colony of New Zealand.
 E. W. STAFFORD.

IN exercise of the power in me for this purpose vested by "The Customs Regulation Act, 1858," I, the Commissioner of Customs, do hereby approve and appoint the undermentioned Warehouse at the Port of Wanganui:
 A part of a wooden building situate in Market Place, and known as
 AITKEN AND COMPANY'S WAREHOUSE,

to be a warehouse for the reception of goods under bond.

Given under my hand, at Wellington, this seventeenth day of April, one thousand eight hundred and sixty-seven.

J. C. RICHMOND.

Office of the Commissioner of Customs,
 Wellington, 12th April, 1867.

NOTICE is hereby given that the license for a Bonded Warehouse situate in Market Place, in the Town of Wanganui, and known as

FINNAMORE'S WAREHOUSE,

has been cancelled, and the same is no longer a warehouse for the reception of goods under bond.

J. C. RICHMOND.

General Post Office,
 Wellington, 12th April, 1867.

HIS Excellency the Governor has been pleased to authorize

THE OFFICERS COMMANDING CORPS OF MILITIA AND VOLUNTEERS, and ADJUTANTS OF MILITIA AND VOLUNTEER FORCES, in the Colony, and

HUGH CARLETON, Esq., Chairman of Committees of House of Representatives,

to frank, free from prepayment of postage, letters or packets sent by them on the Public Service.

JOHN HALL.

Telegraph Office,
 Wellington, 13th April, 1867.

ON and after the 15th instant, the Telegraph Station at Invercargill will open at Nine a.m. and close at Five p.m. Sunday duty as usual.

JOHN HALL,
 Telegraph Commissioner.

General Post Office,
Wellington, 16th April, 1867.

THE following Notice received from the General Post Office Sydney, respecting the extension of the Money Order System in the Colony of New South Wales, is published for general information.

JOHN HALL.

General Post Office,
Sydney, 29th March, 1867.

Post Office Money Orders.

WITH reference to Treasury Notice of the 10th December, 1862, published in *Government Gazette*, No. 231, it is hereby notified, that on and after the 1st April, 1867, the Post Office Money Order System will be extended to the following place, viz. :—

LITHGOW.

J. DOCKER.

Colonial Defence Office,
Wellington, 13th April, 1867.

HIS Excellency the Governor has been pleased to make the undermentioned appointments, viz. :—

In the Masterton Rifle Volunteers.

Lieutenant Robert Hare to be Captain. Date of commission, 26th February, 1867.

Ensign Walter Perry to be Lieutenant. Date of commission, 26th February, 1867.

Brown Hunt to be Ensign. Date of commission, 26th February, 1867.

JOHN HALL,

(in the absence of Colonel Haultain.)

Colonial Defence Office,
Wellington, 13th April, 1867.

HIS Excellency the Governor has been pleased to accept the resignation of the commissions held by the undermentioned officers, viz. :—

Lieut.-Colonel Thomas W. White, Canterbury Volunteers.

Captain J. M. Clark, Auckland Rifle Volunteers.

Lieutenant V. Janisch, Napier Militia.

Lieutenant A. A. Abbott, Auckland Militia.

Lieutenant Jonathan Bear, Taranaki Militia.

Cornet A. R. Shackell, Royal Cavalry Volunteers.

JOHN HALL,

(In the absence of Colonel Haultain.)

THE following arrangements made in December, 1866, for carrying out the provisions of "The Steam Navigation Act, 1866," are published for general information, with corrections to include more recent arrangements.

J. M. BALFOUR,
Colonial Marine Engineer.

Wellington, 15th April, 1867.

1. Mr. Nancarrow, appointed Official Inspector and Engineer Surveyor under the Act, will visit every port of the Colony at regular intervals of three months.

2. Other Inspectors or Engineer Surveyors have been appointed for particular groups of ports: such officers do not receive a fixed salary, but are paid for each inspection or other service on a regular scale.

3. At the ports where such additional Surveyors have been appointed, it has been arranged that they shall take the intermediate quarterly surveys, but in any case the permanent Engineer Surveyor will visit each port and survey every steamer at least once in each half-year.

4. The time for Mr. Nancarrow's visits to each port has been arranged so as to suit the times when the steamers belonging to that port require to be

surveyed, as nearly as possible; and he will lengthen or shorten the periods for which the next certificates are to be in force so that they shall all fall in at the proper times in future.

5. Should the certificate of a steamer belonging to any port lapse before the period of the Inspector's visit, the Collector of Customs at that port is authorized to permit the vessel to run in the interim, on receipt of a written declaration signed by the master and engineer, that her hull, boilers, machinery, and equipments are in good condition.

6. The Postmaster-General has delegated the powers contained in section 34 of "The Steam Navigation Act, 1866," to the Collector of Customs for every port in so far as concerns that port, so that in case of any reported damage to any vessel the Collector of Customs may call upon any of the Inspectors or Surveyors appointed under the Act, or "any other fit person," to report whether the hull and machinery of the said vessel are in good condition, and to report upon the nature and causes of any accident.

7. Should a vessel be damaged to such an extent that she cannot be repaired in the port where she is or to which she is taken after the accident, the Collector of Customs is authorized to allow her to clear in ballast, and without passengers, for any specified port, for repairs, provided she be reported sufficiently seaworthy, in the absence of an official Inspector, by Lloyds' Surveyor, or by the Surveyor acting for the Underwriters, or in default of them, by two respectable shipmasters, after a proper examination.

8. Should the damaged vessel be capable of being repaired at the port where she is, and should the repairs be speedily executed, the Collector of Customs, in the absence of an official Inspector, is authorized to allow her to run as before on a receipt of a declaration under the hand of the master, the chief engineer, and the engineer, if any, by whom the repairs have been made, that the damage has been thoroughly repaired, and that the steamer is in all respects in a seaworthy condition in accordance with the Act; and (if she be a sea-going vessel) that her compasses have been examined and that their deviations are known.

9. Should the repairs be more extensive it is probable that the port will be visited by an official Inspector (if none be resident) before their completion; but should it seem probable that this will not be the case in any special instance, the circumstances are to be reported by the master to the Marine Engineer, by whom some special arrangement will be made.

10. Any person wishing a license to examine and adjust compasses must forward an application for the same together with the description of the method adopted by him, and copies of any testimonials he may possess, to the Marine Engineer, who will as delegate for the Postmaster-General, issue a license to the applicant, provided he be satisfied after personal examination should he see fit, that the candidate fully understands and is competent to undertake the operation. But should there be no proper mooring dolphin and other conveniences for swinging vessels in any port, the Marine Engineer may refuse to issue any license for that port till such be provided.

11. At ports where there is no person licensed to swing vessels for compass correction, and no proper conveniences, the vessel may be allowed to proceed to sea after repairs, provided the master of the vessel have swung her himself under the superintendence of the Harbour Master, who shall certify to the fact; but in that case she will require to be re-swung at first port she arrives at where there are proper conveniences.

12. Masters and engineers of steam vessels shall, as a rule, be examined by a regularly gazetted officer of the Marine Department only, who shall hold an appointment as examiner from the Marine Engineer. But the Marine Engineer may, in certain cases, authorize in writing the calling in of any local nautical officer for the purpose of examining masters of steamers which ply only or mainly on local waters.

13. No steamer can ply in New Zealand unless the master and engineer hold New Zealand certificates of competency; but should they already hold Board of Trade certificates, or satisfactory certificates from other Colonies, New Zealand certificates may be issued to them without further examination; but such officers will require to produce satisfactory proofs of sobriety and good conduct, and to pay the usual fee.

14. According to the Act Masters' and Engineers' certificates are only valid for the vessel for which they are issued, but the fact of their holding old certificates may be taken as presumptive evidence that they are competent to serve in other vessels until an opportunity has occurred for re-examining them (should that be considered necessary); but any master or engineer of good character who has been removed from one vessel to another of a similar class and engaged in a similar trade, will receive a fresh certificate from the Marine Department without charge. Where however any master or engineer has been promoted to the charge of a vessel or engines of a different class, or engaged in a different trade, and the difference is of such nature that it is deemed advisable to re-examine the said master or engineer, he will in that case be called upon to pay for his new certificate.

15. "River," and "Sea-going Passenger Certificates," will be issued by the Marine Department, as formerly by the Marine Board, on receipt of the legal declarations.

16. In case of accidents involving the suspension of a certificate or an intermediate survey the period of currency of the certificate will not be changed, and such intermediate survey will not be charged against the steamer, no steamer being liable to be charged for more than two surveys per annum, if she be a low pressure boat, as defined by the Act, or for more than four surveys per annum if she be a high pressure boat, except when she has been wrecked, abandoned, and sold before repair, in which case she will be treated after repair as a new boat.

THE following Regulations as to the examinations of Masters and Engineers of Steam Vessels plying in New Zealand waters, are printed for general information, and for the guidance of the several examining Officers appointed under the provisions of "The Steam Navigation Act, 1866."

JAMES M. BALFOUR,
Colonial Marine Engineer.

Wellington, 15th April, 1867.

A.—General Rules.

1. Masters and chief engineers of all steam vessels must have been examined and must have received a certificate of competency from the Marine Engineer, as delegate for the Postmaster-General, (clause six of "The Steam Navigation Act, 1866,") otherwise no such steam vessel will be allowed to ply.

2. A fee of one pound one shilling is payable for such certificate of competency by the person to whom it is issued on receipt of the same.

3. Masters or engineers who already possess British Board of Trade certificates or satisfactory certificates from other Colonies, may be granted New Zealand certificates without further examination;

but such officers will require to produce satisfactory proofs of sobriety and good conduct and to pay the usual fee.

4. No certificate of competency shall be valid except for so long as the master or engineer to whom it has been issued continues in the same steam vessel.

5. Should however any master or engineer of good character be removed from one steam vessel to another of a similar class and engaged in a similar trade, he will receive a fresh certificate from the Marine Department without being re-examined and free of charge.

6. When however any master or engineer has been promoted to the charge of a vessel or engines of a different class, or engaged in a different trade, and the difference is of such a nature that it is deemed advisable to re-examine the said master or engineer, he will in that case be called upon to pay the statutory fee.

7. Testimonials of character, sobriety, experience, ability, and good conduct on board ship will be required of all applicants, and without them no candidate will be examined.

B.—Qualifications for Masters' Certificates.

8. The master of a river steamer must be twenty years of age, and have been not less than two years on board a similar or seagoing steamer. He must write a legible hand, and understand the first four rules of arithmetic. He must know and be able to explain the rule of the road, and be conversant with the Harbour Regulations of the port for which he is examined. He must describe and show that he thoroughly understands the application of the Government Regulations as to Light and Fog Signals.

For all river steamers which are required to carry a compass, the master must show that he understands its use and is able to take bearings and correct them for variation and deviation, and prick them and the ship's course off on the chart. He must know the marks on the lead line, and be able to heave the log.

9. The master of a river steamer licensed to ply within extended limits must be twenty years of age, and must have been three years at sea, and have served not less than one year as mate. He must write a legible hand, and understand the first four rules of arithmetic. He must know the rule of the road, be conversant with the Harbour Regulations of the port or ports to which his certificate is intended to apply, and must describe and show that he thoroughly understands the application of the Government Regulations as to Lights and Fog Signals. He must understand the compass thoroughly, be able to take bearings therewith and correct them for variation and deviation, and be able to lay down his position on a chart by such corrected bearings. He must be able to explain deviation and variation in general terms, and show how they are to be allowed for in laying off a course. He must know the marks on the lead line, and explain how log lines are marked to suit any glass, and understand how to heave the log.

He must be able to work a day's work complete, including the bearings and distances of his ports of departure and destination, by Mercator's method. He must understand the use of a quadrant or sextant, be able to observe with it and read off the observed angle; he must also understand the construction of the instrument sufficiently to be able to tell whether it is in good adjustment or not. He must be able to find his latitude, either by a meridian altitude or by double altitudes of the sun.

In seamanship he must give satisfactory answers.

as to the rigging and unrigging of vessels of the class he is examined for, the stowing of holds, &c., and as to the steps he would take to promote the safety of his vessel or to save the lives of his passengers and crew in any emergency the examiner may choose to suggest. He must also prove himself well acquainted with those portions of the coast he will require to navigate, including the soundings and strength and set of the tides, and show that he can shape a course from the chart, making due allowance for tides, lee-way, and other disturbing elements.

10. The master of a seagoing steamer must be twenty-one years of age, and have been five years at sea, of which he must have served at least one as first or only mate. He must write a legible hand, and understand the first four rules of arithmetic and the application of logarithms to nautical problems. He must know the rule of the road, and describe and show that he thoroughly understands the application of the Government Regulations as to Lights and Fog Signals. He must understand the compass thoroughly, be able to take bearings therewith and correct them for variation and deviation, and be able to lay down his position on a chart by such corrected bearings. He must be able to explain variation and deviation in general terms, and show how they are to be allowed for in laying off a course. He must also be able to ascertain the combined variation and deviation of his compasses from altitudes and azimuth of the sun. He must know the marks of the lead line, and understand how to mark a log line to suit any glass. He must be able to find the time of high water at any port from its establishment, and be able to reduce soundings taken at any time to low water.

He must be able to work a day's work complete, including the bearings and distances of his ports of departure and destination, by Mercator's method, and to lay down his position thus found on a chart. He must understand the use of a sextant thoroughly, and be able to determine and apply its index error, and to ascertain whether it be in proper adjustment.

He must be able to ascertain his latitude by meridian or double altitudes of the sun, and by observation of a star, and be able to compare and rate chronometers, and to find his longitude by them by the usual rule and to verify the same by Sumner's method.

He must be able to lay down his position on the chart as thus ascertained as well as by dead reckoning, and to deduct the set and velocity of currents by any difference between the positions thus found.

He must give satisfactory proofs of his knowledge of general seamanship, and will amongst other things be examined as to the rigging and unrigging of vessels, the stowing of holds, the shifting of large spars and sails, the management of a vessel in stormy weather, securing cables, and casting a ship when on a lee shore. He will be examined as to his competence to construct rafts, and as to his resources for the preservation of passengers and crew in the event of a wreck.

He must also be acquainted with the lights and leading lights on the coasts and in the harbours which he is accustomed or intends to navigate, as well as with the soundings, tidal currents, &c.

In all cases satisfactory testimonials of character, sobriety and good conduct on board ship must be produced before the candidate can be examined.

C.—Qualifications for Engineers' Certificates.

11. The engineer of a river steamer must be twenty-one years of age.

He must have served an apprenticeship to an engineer, or prove that for not less than three years he has been employed in some factory or workshop on the making or repairing of engines, and must also

have been in charge or driver of a steam engine for at least one year; or

He must have been in charge of a steam engine at work for not less than three years.

He must be able to give a description of boilers, and the methods of staying them, together with the use and management of the different valves, cocks, pipes, and connections.

He must understand how to correct defects from accident, decay, &c., and the means of repairing such defects.

He must understand the use of the barometer, thermometer, and salinometer.

He must state the causes, effects, and usual remedies for incrustation and corrosion.

He must be able to state how a temporary or permanent repair could be effected in case of derangement of any part of the machinery, or of a total break down.

He must be able to pass a creditable examination as to the details of the different working parts of the engine for which he is being examined, together with the use of each part.

He must write a legible hand, and understand the first four rules of arithmetic.

12. The engineer of a sea-going steamer must be twenty-two years of age.

He must have served an apprenticeship to an engineer, or prove that for not less than three years he has been employed in some factory or workshop on the making and repairing of engines, and must also have served not less than two years at sea in the engine room; or

He must have served at least four years at sea in the engine room, of which at least one must have been served as second engineer.

He must write a legible hand, and understand the first five rules of arithmetic and the use of decimals, also the mensuration of superficies and solids, and the extraction of the square root.

He must be able to give a description of boilers and the method of staying them, together with the use and management of the different valves, cocks, pipes, and connections.

He must understand how to correct defects from accidents, decay, &c., and the means of repairing such defects.

He must understand the use of the barometer, thermometer, hydrometer, and salinometer.

He must state the causes, effects, and usual remedies for incrustation and corrosion.

He must be able to state how a temporary or permanent repair could be effected in case of derangement of any part of the machinery or total break down.

He must be able to pass a creditable examination as to the various constructions of screw and paddle engines in general use; and as to the details of the different working parts, external and internal, with the use of each part.

He must be acquainted with the principles of expansion, and able to prove, or at least to illustrate, the use of the expansion gear.

He must be able to explain the method of testing and altering the setting of the slide valves, and of testing the fairness of the paddle and screw shafts, and of adjusting them.

He must be generally conversant with surface condensation and super-heating.

He must be able to calculate safety valve pressures, and the strength of the boiler, and the strain on the stays at any pressure.

He must be able to take off and calculate indicator diagrams.

He must be able to make rough sketches of any part of the machinery, with figured dimensions fit to work from.

Native Secretary's Office,
Wellington, 17th April, 1867.

THE following Judgment by the Compensation Court in the case of Papakura Block, is published for general information.

J. C. RICHMOND.

YESTERDAY the Court sat at the usual hour, and the evidence of Mr. Rogan was taken in reference to Ihaka's case, after which they adjourned to consider their decision. Upon re-assembling the Chief Judge gave the following judgment:—

This grant was made on the 25th day of February, 1863, and assured to Ihaka Takaanini Te Tihi, his heirs and assigns, an estate near Papakura, containing 1120 acres. The grantee died in the month of February, 1864, seized of these lands, without having made a valid disposal thereof by will or otherwise, leaving three children born in wedlock surviving him, named Erina, Te Wirihana, and Ihaka, one girl and two boys. The widow, on behalf of herself and these children, asks for an order of the Court declaring them entitled to succeed to the above estate, and the right to do so is contested by Heta Te Tihi, a cousin of the deceased, and other members of the tribe. The section of "The Native Lands Act, 1865," under which the jurisdiction of the Court in these matters arises, directs the Court to ascertain who, according to law, as nearly as it can be reconciled with Native custom, ought in the judgment of the Court to succeed to the hereditaments the subject of the investigation. The intention of the Legislature appears to be that English law shall regulate the succession of real estate among the Maoris, except in a case where a strict adherence to English rules of law would be very repugnant to Native ideas and customs. The leaning of the Court will always be to uphold Crown grants and the rules of law applicable to them, and will decline to consider the particular circumstances under which the grant was originally obtained, or the equities which might have been created or understood to have been created at the time thereunder, unless the evidence shall disclose strong reasons for deviating from so obvious and desirable a rule. It would be highly prejudicial to allow the tribal tenure to grow up and affect land that has once been clothed with a lawful title, recognized and understood by the ordinary laws of the country. Instead of subordinating English tenures to Maori customs it will be the duty of the Court in administering this Act to cause as rapid an introduction amongst the Maoris, not only of English tenures, but of the English rules of descent, as can be secured without violently shocking Maori prejudices. In this case we think that the evidence discloses no equities in favor of the tribe, and we see no reason to make any interference with the ordinary law, except in one particular. The Court does not think the descent of the whole estate upon the heir-at-law could be reconciled with Native ideas of justice or Maori custom; and in this respect only the operation of the law will be interfered with. The Court determines in favor of all the children equally. The judgment of the Court, therefore, is unanimous that Erina Takaanini, Te Wirihana Takaanini, and Ihaka Takaanini, ought to succeed to the hereditaments above mentioned in equal shares as tenants in common.

This decision was communicated to the claimants by Mr. Munro.

NEW Zealand Settlements Act, 1863.—Ngatiruanui Coast.—At a sitting of the Compensation Court held at Whanganui before T. H. Smith, Esq.,

Judge, on the 12th of December, 1866, and following days, to hear and determine claims to land taken under "The New Zealand Settlements Act, 1863," being part of the Ngatiruanui Coast Block, lying between the Kaipokonui and Whanganui Rivers, upon hearing the parties and upon the evidence taken the Court gave the following judgment.

JUDGMENT IN THE CASE OF CLAIMANTS TO THE
NGATIRUANUI COAST BLOCK.

(Between the Kaipokonui and Whanganui Rivers.)

This is a portion of the Ngatiruanui Coast Block, taken under the authority of "The New Zealand Settlements Act, 1863, by an Order in Council dated 2nd September, 1865. The Crown Agent, on behalf of the Colonial Secretary, having abandoned the right of the Crown to take that portion of the Ngatiruanui Coast Block which lies to the east of the Waitotara River, and of a line running 20 deg. 30 min. east of north, as shown on the map, the Court has to deal with claims for compensation in respect only of the confiscated land lying to the west of that boundary.

The claims referred to this Court purporting to relate to land between Kaipokonui and Waitotara rivers are 68 in number, and contain 630 names of claimants. In the course of the investigation a large proportion of these names have been shown to be duplicates. Some of the claimants have failed to appear before the Court either personally or by agent, and their claims have not been heard. The number of persons interested in the claims heard by the court is 265. Of these the claims of 119 are admitted, those of 146 are rejected. Of the last number 51 were found to be excluded under the fifth of "The New Zealand Settlements Act, 1863.

The admitted claims are divided into two classes; (1.) Claims established by proof of actual residence and cultivation up to within a recent period: these are 40 in number; (2.) Claims of persons long absent and settled elsewhere, but who themselves, or whose parents, or near relatives, were in the year 1840 actual owners and possessors of the land the subject of claim. These are 79 in number. Ancestral claims where neither the claimant nor his parents have ever occupied as settled residents are rejected.

The evidence before the Court shows that the land comprised within the boundaries of this portion of the Ngatiruanui Coast Block belonged to the Ngarauihine, Tangahoe, Pakakohi, and Ngarauru tribes, and to other smaller tribes, more or less connected with these. The boundaries of the land claimed by these tribes respectively, can be fixed on or near the sea coast, but there is no evidence as to the inland boundaries, nor any data upon which the extent of territory belonging to each tribe can be determined, neither can the position or extent of any of the claims be determined upon evidence before the Court. Such evidence as would be required to determine these points it would be difficult, if not impossible to procure, while the expense and delay involved in attempting to procure it would be greatly disproportionate to any advantage likely to result therefrom, either to the claimants or to the Government. It has appeared to the Court that substantial justice will be done to the admitted claimants by basing a decision as to the value of their claims, and the principle of assuming that the whole extent of the land belonged to the whole number of resident owners in equal proportions subject to the interest of non-residents. Each loyal resident, or admitted claimant of the first-class, with thus be entitled to the value of a single share. The value of the claims of the non-residents or admitted claimants of the second class, is determined on the following principle. The

interest of absentee members of the tribe is admitted by the residents, but the tribal estate must be regarded as held by the actual residents, whose dispossession by whatever means effected will be a dispossession of the whole tribe. The interest of absentees who have abandoned the tribal lands, and acquired possessions and a settlement elsewhere cannot be regarded as existing independently of the tribe as represented by the residents or otherwise than as subject to contingencies which may affect the position of the latter as owners and possessors of the common tribal estate. The absentee claim depending solely on the maintenance of possession by the residents, must be held as subject to diminution in proportion to the extent to which the residents became dispossessed of or forfeit their right in the land. The interest of a loyal absentee claimant will thus bear that proportion to the interest of a loyal resident which the number of loyal residents bears to the number of resident rebels.

The evidence before the Court supplies the following data:—The area of that portion of the Ngati-ruanui Coast Block, which is the subject of the present investigation, is computed to be 428,000 acres. The open land and available bush extending five miles and a half inland from the coast line is estimated at 131,720 acres, leaving as bush land unavailable 296,280 acres. The persons interested in this land as residents number 997. Of these 957 have been engaged in rebellion since January, 1863, and 40 are residents, whose claims to compensation are admitted, the Crown having elected to give the claimants land in lieu of money as compensation for their claims.

It is ordered by the Court that the claimants whose names are set down in the Schedule appended hereto and marked A. are entitled to receive four thousand eight hundred (4800) acres of open and available land, and eleven thousand two hundred (11,200) acres of bush land, being at the rate of one-hundred and twenty (120) acres each of open and available land, and at the rate of two hundred and eighty (280) acres each of bush land. The open and available land to be of value equal to the average value of land lying within five miles and a half inland of the coast line between Waitotara and Kaipokonui, and the bush land to be of value equal to the average value of bush land lying beyond five miles and a half from the coast line.

It is further ordered that the claimants whose names are set down in the Schedule appended hereto, and marked B. are entitled to receive three hundred and ninety-five (395) acres of open and available land, and eight hundred and sixty-nine (869) acres of bush land, being at the rate of five (5) acres each of available and eleven (11) acres each of bush land. The open and available land and the bush land to be of the same value respectively as prescribed in the case of the claimants in Schedule A.

And it is further ordered that the land hereby awarded to the claimants in Schedule A., and to the claimants in Schedule B. respectively, shall be selected by the claimants and by the agents for the Crown in conformity with the ninth clause of the Rules and Regulations for the practice and procedure of the Compensation Courts, made by an Order in Council, dated 16th June, 1866, in blocks of such extent and in such localities, available for the purpose, as may be desired by the claimants, with the view of locating together members of the same tribe, and of including, when practicable, lands which they have previously occupied and cultivated, such selection being subject to the final award of the Court.

SCHEDULE A.

Hata Rio
Maka Taiapiti

Paramena Tumahuki
Reihana Terekuku
Erueti Te Pewa
Wahanga
Mohi Rahui
Heteraka Ria
Nikorima Taiaroa
Herewini Tumina
Riria Tutere
Emira Ronginga
Anairi Te Auripo
Wi Turaki
Te Hemara Rangawhenua
Horomona Tütewhiwhia
Nakora Te Manukarioi
Rio's Children (one share)
Ihaia Te Hokoiti
Rawera Perangi
Tini Pahewa
Koroneho Te Ika amaui
Hariata Te Rapu
Raimapaha Kapui
Mata Hihina
Te Omaoma
Rihari Mokaikereru
Hera Tuawhenua
Rahera Te Kou
Horopapera Pukeke
Herona Hineihara
Karo Hinehau
Mere Awatea
Mere Hotene Terawaitu
Ani Teatea
Harieta Mariaio
Ihaia Te Horopitau
Rahera Tiwai
Rina Rerekaipuke
Hori Ruatuna.

SCHEDULE B.

Horima Katene
Haimona Hiroti
Hare Te Opa
Mohi Nuimatua
Wirape Takarangiatua
Iahia Apaparangi
Wikiriwhi Te Whakaoru
Ihipera Rangitaitai
Henerete Uruhina
Pere Tamati
Ahipane Marangai
Heta Te Manurua
Hakaraia Te Poho
Arapera
Te Keene
Henare Pumipi
Hurita Kewahoro
Tare Teretiu
Harirota
Arona Poutini
Pouaru Rakorako
Ihikiera Te Waikapoariki
Hemi Kara
Harata Rimutahi
Rangipupu
Wikitoria Tamumu
Hare Tamumu
Pirihira Te Arohoro
Hoani Parao
Natanahira Taiariki
Haira Kahutararoa
Rewi Horomona
Pomapararie Haunui
Te Hirata Te Poti
Rini Hemioata
Katera Te Hiri

Ruihi
 Wiripo Ngatoa
 Matiu to Mata
 Rora Pona
 Ruhia Te Pare
 Rora Hawea
 Children of Peina (one share)
 Watikini Mowhita
 Kararaina Pukeroa
 Erina Pirihiira
 Ani Hoka
 Ripeka
 Ani Ngawai
 Hori Kerei Paipai
 Reupena Tauria
 Kawana Tawhitorangi
 Mete Kingi Paetahi
 Ripeka Kerei
 Ropiha Haungenge
 Hori Ngapuka
 Haimona Te Rangiteki
 Hariata Tangihiaroa
 Reihana Kawekairangi
 Te Mere Te Matau
 Paora Mete
 Anita Pikia
 Erana Tomoaka
 Mihipera Rukuha
 Rahera Poari
 Pango
 Hiria Rukau
 Ani Waea
 Rora Mete Kingi
 Haromi Te Makawe
 Poni Terangitapuenui
 Wiari
 Hariata Taukawe
 Ramarihi Taukari
 Maraea Hira
 Ripeka Hone
 Raima Rae
 Riheta Paihi
 Wikitora Raurewa

NOTICE is hereby given that application is intended to be made at the ensuing Session of the General Assembly by the promoters of the undertaking authorized by "The Otago Southern Trunk Railway Act, 1866," for leave to introduce a Bill to effect the objects and purposes following, or some of them, that is to say:—

To alter, amend, extend, and enlarge, and so far as it may be necessary to repeal the powers and provisions of an Act made and passed in the first Session of the Fourth Parliament of New Zealand, intituled "The Otago Southern Trunk Railway Act, 1866."

To abandon so much of the line of railway authorized to be made, constructed and maintained by "The Otago Southern Trunk Railway Act, 1866," as commences at the terminus in the said Act described in the City of Dunedin, in the Province of Otago, and passes from, through, or into the following cities and territorial divisions of the said Province, that is to say, the City of Dunedin, the Town District, the Ocean Beach District, the Dunedin and East Taieri District, the Lower Kaikorai District, and Taieri District, and terminates at a point on land marked No. 10, in the Taieri District aforesaid, on the deposited plans of the said line of railway, and also marked nine miles on the said deposited plans, and being sixty-five chains or thereabouts south-westward from the farm buildings of Springfield, situated in the said Taieri District.

To make, construct, and maintain a railway from the said City of Dunedin to a point on land marked

No. 10 in the said Taieri District, on the deposited plans of the said line of Railway by "The Otago Southern Trunk Railway Act, 1866," authorized to be constructed, and also marked nine miles on the said deposited plans, and being sixty-five chains or thereabouts south-westward from the farm buildings of Springfield, situated in the said Taieri District.

To take and purchase compulsorily, lands and houses required for the purposes of the said proposed railway, or within the limits of deviation thereof, and to extend the time granted by the said "Otago Southern Trunk Railway Act, 1866," for the compulsory purchase of lands and houses, and to hold the lands and houses required for the purposes of the said proposed railway, and to manage the said intended railway, and works thereto appurtenant, and to sell or lease the said proposed railway, and to levy tolls, rates, and duties, and to alter the tolls, rates, and duties, authorized by "The Otago Southern Trunk Railway Act, 1866," to be levied and raised, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges and to make bye-laws, and to do all other things necessary for the construction, maintenance, and working of the said proposed railway and works.

And notice is hereby further given that the terminus of the said proposed railway at the City of Dunedin is proposed to be at a point situate at or near the line of the southern side of High Street, about seven chains eastward from the Custom House in the said City of Dunedin, and the other terminus on a point of land marked No. 10, in the said Taieri District, on the deposited plans of the said railway, by the said "Otago Southern Trunk Railway Act, 1866," authorized to be constructed, and also marked nine miles on the said deposited plans and being sixty-five chains or thereabouts south-westward from the farm buildings of Springfield in the said Taieri District. And that the whole of the said proposed railway will be within the Province of Otago, and will be made from, in, through, or into the following City and territorial divisions of the said Province, that is to say, the City of Dunedin, the Town District, the Dunedin and East Taieri District, the Lower Kaikorai District, and the Taieri District.

And notice is hereby further given that copies of the said Bill will be deposited in the Private Bill Office within fourteen days after the commencement of the said session, and that plans, sections, and books of reference, and copies of this notice will be deposited at the times and places following, that is to say:—

In the office of the Registrar of Deeds in Dunedin, in the Province of Otago aforesaid, on or before the fifteenth day of May now next ensuing.

In the office of the Colonial Secretary of New Zealand on or before the commencement of the said session.

In the Private Bill Office on or before the commencement of the said session.

Dated this eleventh day of April, one thousand eight hundred and sixty-seven.

KENYON AND MADDOCK,
 Solicitors for the Bill.

Government Printing Office,
 Wellington, 20th April, 1867.

THE following sums have been received by the Printer from the parties named:—

| | £ | s. | d. |
|---------------------------|-----|----|------|
| Kenyon and Maddock, Otago | ... | 0 | 3 0 |
| H. Manders, Otago | ... | 1 | 7 0 |
| Kenyon and Maddock, Otago | ... | 1 | 17 9 |

GEO. DIDSURRY,
 Government Printer.

