

THE
NEW ZEALAND GAZETTE.

Published by Authority.

WELLINGTON, THURSDAY, FEBRUARY 18, 1869.

Colonial Secretary's Office,
 Wellington, 4th February, 1869.
THE following Despatches, with enclosures, from
 Her Majesty's Principal Secretary of State for
 the Colonies, is published for general information.
 E. W. STAFFORD.

Downing Street,
 11th November, 1868.
 SIR,—I transmit to you for the information and
 guidance of yourself and the Judges of the Vice-
 Admiralty Court, a copy of a Letter from the Board
 of Trade, with a copy of the Order in Council of the
 30th of July last, containing additions to the Regula-
 tions* for preventing Collisions at Sea, appended to
 the Order in Council of the 9th of January, 1863.
 I enclose additional copies of the Circular and its
 enclosures, for the use of the Judges of the Vice-
 Admiralty Court.

I have, &c.,
 BUCKINGHAM AND CHANDOS.

Enclosures.
*Mr. Gray to the Under Secretary of State, Colonial
 Office.*

Board of Trade,
 Whitehall, 26th October, 1868.
 SIR,—I am directed by the Board of Trade to
 transmit to you, to be laid before His Grace the
 Duke of Buckingham and Chandos, a copy of the
 Order in Council of the 30th July last, containing
 additions to the Regulations for preventing Collisions
 at Sea, appended to the Order in Council of the 9th
 January, 1863, by way of explanation of Articles 11
 and 13; and to request that you will be so good as to
 move His Grace to cause the Order in question to
 be brought under the notice of the Officers adminis-
 tering the Government in Her Majesty's Colonies,
 and the Judges of the Vice-Admiralty Courts, in
 such a manner as he may think desirable.

*Vide Circular of the 29th January, 1863.

A supply of copies of the Order in Council will be
 forwarded to you upon the receipt of an intimation
 of the number required.

I have, &c.,
 THOMAS GRAY.
 The Under Secretary of State, Colonial Office.

AT THE COURT AT OSBORNE HOUSE, ISLE OF WIGHT,
 THE 30TH DAY OF JULY, 1868.

Present:
 The QUEEN'S Most Excellent Majesty in Council.

Section 25.

WHEREAS by "The Merchant Shipping Act Amend-
 ment Act, 1862," it was enacted, that on and after
 the first day of June one thousand eight hundred and
 sixty-three, or such later day as might be fixed for
 the purpose by Order in Council, the Regulations
 contained in the table marked C. in the Schedule to
 the said Act should come into operation and be of
 the same force as if they were enacted in the body of
 the said Act; but that Her Majesty might from time
 to time, on the joint recommendation of the Admiralty
 and the Board of Trade, by Order in Council annul
 or modify any of the said Regulations, or make new
 Regulations in addition thereto or in substitution
 therefor, and that any alterations in or additions to
 such Regulations made in manner aforesaid should be
 of the same force as the Regulations in the said
 Schedule:

Section 58.—Section 61.

And whereas by the same Act it was further pro-
 vided that whenever it should be made to appear to
 Her Majesty that the Government of any foreign
 country is willing that the Regulations for preventing
 collision contained in Table C. in the Schedule to the
 said Act, or such other Regulations for preventing
 collision as are for the time being in force under the
 said Act, should apply to the ships of such country
 when beyond the limits of British jurisdiction, Her
 Majesty might by Order in Council direct that such
 Regulations shall apply to the ships of the said foreign

country whether within British jurisdiction or not ; and it was further provided by the said Act that whenever an Order in Council has been issued applying any Regulation made by or in pursuance of the said Act to the ships of any foreign country, such ships should in all cases arising in any British Court be deemed to be subject to such Regulation, and should for the purpose of such Regulation be treated as if they were British ships :

And whereas by an Order in Council made in pursuance of the said recited Act, and dated the ninth day of January, one thousand eight hundred and sixty-three, Her Majesty was pleased to direct :

First, That the Regulations contained in the Schedule to the said Act should be modified by the substitution for such Regulations of certain Regulations appended to the said Order :

Secondly, That the said Regulations appended to the said Order should, on and after the first day of June, one thousand eight hundred and sixty-three, apply to French ships whether within British jurisdiction or not :

And whereas by several Orders in Council subsequently made Her Majesty has been pleased to direct that the Regulations appended to the said Order of the ninth of January, one thousand eight hundred and sixty-three, shall apply to ships of the following countries, whether within British jurisdiction or not ; that is to say,

| | |
|---------------------------|--------------------------|
| Austria. | Morocco. |
| Argentine Republic. | Netherlands. |
| Belgium. | Norway, |
| Brazil. | Oldenburg. |
| Bremen. | Peru. |
| Chili. | Portugal. |
| Denmark Proper. | Prussia. |
| Equator, Republic of the. | Roman States. |
| France. | Russia. |
| Great Britain. | Schleswig. |
| Greece. | Spain. |
| Hamburg. | Sweden. |
| Hanover. | Turkey. |
| Hawaiian Islands. | United States, sea-going |
| Hayti. | Ships. |
| Italy. | United States, Inland |
| Lubeck. | Waters. |
| Mecklenburg-Schwerin. | Uruguay. |

And whereas Articles 11 and 13 of the said Regulations appended to the said recited Order of the ninth of January, one thousand eight hundred and sixty-three, are as follows : that is to say,

“ Article 11.—If two sailing ships are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

“ Article 13.—If two ships under steam are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.”

And whereas there has been doubt or misapprehension concerning the effect of the said two articles :

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty to make the following additions to the said Regulations for the purpose or explaining the said recited articles, and of removing the said doubt and misapprehension :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to make the following additions to the said Regulations by way of explanation of the said two recited articles ; that is to say,—

The said two articles, numbered 11 and 13 respectively, only apply to cases where ships are meeting end on or nearly end on in such a manner as to involve risk of collision. They

consequently do not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases in which the said two articles apply are when each of the two ships is end on or nearly end on to the other ; in other words, to cases in which by day each ship sees the masts of the other in a line or nearly in a line with her own ; and by night to cases in which each ship is in such a position as to see both the side lights of the other.

The said two articles do not apply by day to cases in which a ship sees another ahead crossing her own course ; or by night to cases where the red light of one ship is opposed to the red light of the other ; or where the green light of one ship is opposed to the green light of the other ; or where a red light without a green light, or a green light without a red light, is seen ahead ; or where both green and red lights are seen anywhere but ahead.

REGULATIONS

FOR PREVENTING COLLISIONS AT SEA.

NOTICE.

1. By virtue of “ The Merchant Shipping Act, Amendment Act, 1862,” and of an Order in Council dated 9th January, 1863, the following Regulations, containing certain verbal amendments, are substituted for the Regulations contained in the Schedule to the Act.

2. The following Regulations apply to all ships belonging to the following countries and places, whether within British jurisdiction or not :—

| Country or Place | Date of Gazette containing Order in Council. |
|--------------------------------|--|
| Austria | 1 May 1863. |
| Argentine Republic | 15 Sept. 1863. |
| Belgium | 1 May 1863. |
| Brazil | 28 July 1863. |
| Bremen | 28 July 1863. |
| Chile | 20 Nov. 1863. |
| Denmark Proper | 5 Feb. 1864. |
| Equator (Republic of the) | 28 July 1863. |
| France | 13 Jan. 1863. |
| Great Britain | 13 Jan. 1863. |
| Greece | 6 Feb. 1866. |
| Hamburg | 28 July 1863. |
| Hanover | 1 May 1863. |
| Hawaiian Islands | 30 June 1865. |
| Hayti | 1 May 1863. |
| Italy | 1 May 1863. |
| Lubeck | 28 July 1863. |
| Mecklenburg-Schwerin | 1 May 1863. |
| Morocco | 28 July 1863. |
| Netherlands | 15 Sept. 1863. |
| Norway | 15 Sept. 1863. |
| Oldenburg | 1 May 1863. |
| Peru | 28 July 1863. |
| Portugal | 1 May 1863. |
| Prussia | 1 May 1863. |
| Roman States | 20 Nov. 1863. |
| Russia | 28 July 1863. |
| Schleswig | 5 Feb. 1864. |
| Spain | 28 July 1863. |
| Sweden | 28 July 1863. |
| Turkey | 20 Nov. 1863. |
| United States, Sea-going Ships | 30 Aug. 1864. |
| United States, Inland Waters | 2 Dec. 1864. |
| Uruguay | 28 July 1863. |

THOMAS GRAY,

Assistant Secretary, Marine Department.
Board of Trade, October 1867.

APPENDED TO THE ORDER IN COUNCIL,
Dated 9th January, 1863.

CONTENTS.

Article 1. Preliminary.

Rules concerning Lights.

2. Lights to be carried as follows:—
3. Lights for steam ships.
4. Lights for steam tugs.
5. Lights for sailing ships.
6. Exceptional lights for small sailing vessels.
7. Lights for ships at anchor.
8. Lights for pilot vessels.
9. Lights for fishing vessels and boats.

Rules concerning Fog Signals.

10. Fog Signals.

Steering and Sailing Rules.

11. Two sailing ships meeting.
12. Two sailing ships crossing.
13. Two ships under steam meeting.
14. Two ships under steam crossing.
15. Sailing ship and ship under steam.
16. Ships under steam to slacken speed.
17. Vessels overtaking other vessels.
18. Construction of Articles 12, 14, 15, and 17.
19. Proviso to save special cases.
20. No ship under any circumstances to neglect proper precautions.

Preliminary.

Art. 1. In the following Rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

*Rules concerning Lights.**Lights.*

Art. 2. The lights mentioned in the following articles, numbered 3, 4, 5, 6, 7, 8, and 9, and no others, shall be carried in all weathers, from sunset to sunrise.

Lights for steam ships.

Art. 3. Seagoing steam ships when under weigh shall carry:

(a.) At the foremast head, a bright white light, so fixed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(b.) On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(c.) On the port side, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(d.) The said green and red side lights shall be fitted with inboard screens, projecting at least three

feet forward from the light, so as to prevent these lights from being seen across the bow.

Lights for steam tugs.

Art. 4. Steam ships, when towing other ships, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam ships are required to carry.

Lights for sailing ships.

Art. 5. Sailing ships under weigh, or being towed, shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

Exceptional lights for small sailing vessels.

Art. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Lights for ships at anchor.

Art. 7. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

Lights for pilot vessels.

Art. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head, visible all round the horizon,—and shall also exhibit a flare-up light every fifteen minutes.

Lights for fishing vessels and boats.

Art. 9. Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

*Rules concerning Fog Signals.**Fog signals.*

Art. 10. Whenever there is fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz.:—

- (a) Steam ships under weigh shall use a steam whistle placed before the funnel, not less than eight feet from the deck:

- (b) Sailing ships under weigh shall use a fog horn :
- (c) Steam ships and sailing ships when not under weigh shall use a bell.

Steering and Sailing Rules.

Two sailing ships meeting.

Art. 11. If two sailing ships are meeting end on or nearly end on so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Two sailing ships crossing.

Art. 12. When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

Two ships under steam meeting.

Art. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Two ships under steam crossing.

Art. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Sailing ship and ship under steam.

Art. 15. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Ships under steam to slacken speed.

Art. 16. Every steam ship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship shall, when in a fog, go at a moderate speed.

Vessels overtaking other vessels.

Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

Construction of Articles 12, 14, 15, and 17.

Art. 18. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article.

Proviso to save special cases.

Art. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

No ship under any circumstances to neglect proper precautions.

Art. 20. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

DIAGRAMS TO ILLUSTRATE THE USE OF THE LIGHTS CARRIED BY VESSELS AT SEA,

And the manner in which they indicate to the vessel which sees them the position and description of the vessel that carries them.

When both Red and Green Lights are seen :—

A sees a Red and Green light ahead ;—A knows that a vessel is approaching her on a course directly opposite to her own, as B ;



If A sees a White mast-head light above the other two, she knows that B is a steam-vessel.

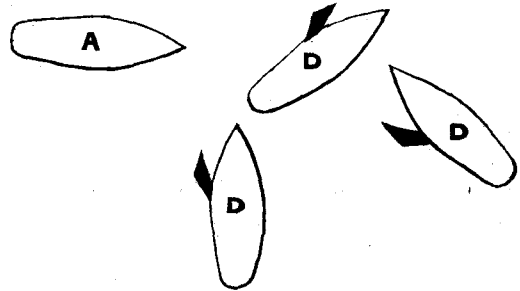
When the Red and not the Green Light is seen :—

A sees a Red light ahead or on the bow ;—A knows that either,

1, a vessel is approaching her on her port bow, as B ;



or 2, a vessel is crossing in some direction to port, as D D D ;



If A sees a White mast-head light above the red light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction, as B, or is crossing to port in some direction, as D D D.

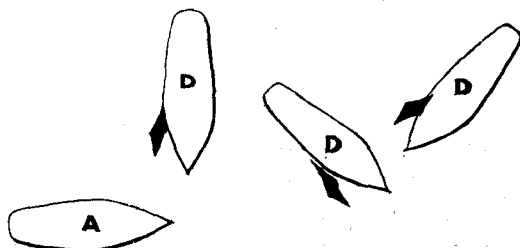
When the Green, and not the Red Light, is seen :—

A sees a Green light ahead or on the bow ;—A knows that either,

1, a vessel is approaching her on her starboard bow, as B ;



or 2, a vessel is crossing in some direction to starboard, as D D D.



If A sees a White mast-head light above the green light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction as B, or is crossing to starboard in some direction, as D D D.

[CIRCULAR.]

Downing Street,
19th November, 1868.

SIR,—I transmit to you herewith copies of a printed circular, issued by the Board of Trade to Officers in the British Possessions abroad, relating to Salvage of Life.

I have, &c.,
BUCKINGHAM AND CHANDOS.

Enclosure.

INSTRUCTIONS TO OFFICERS IN BRITISH POSSESSIONS ABROAD.
SALVAGE OF LIFE.

With reference to Paragraphs 142, 144, &c.
Salvage in respect of Services rendered in the United Kingdom.

By the 458th and 459th sections of "The Merchant Shipping Act, 1854," it is enacted as follows:

"458. In the following cases—(that is to say),

"Whenever any ship or boat is stranded, or otherwise in distress on the shore of any sea or tidal water situate within the limits of the United Kingdom, and services are rendered by any person:

"(1) In assisting such ship or boat;

"(2) In saving the lives of the persons belonging to such ship or boat;

"(3) In saving the cargo or apparel of such ship or boat, or any portion thereof;

"And whenever any wreck is saved by any person other than a Receiver within the United Kingdom;—

"There shall be payable by the owners of such ship or boat, cargo, apparel, or wreck, to the person by whom such services or any of them are rendered, or by whom such wreck is saved, a reasonable amount of salvage, together with all expenses properly incurred by him in the performance of such services, or the saving of such wreck, the amount of such salvage and expenses (which expenses are hereinafter included under the term 'salvage') to be determined in case of dispute in manner hereinafter mentioned.

Salvage for Life may be paid by Board of Trade out of Mercantile Marine Fund.

"459. Salvage in respect of the preservation of the life or lives of any person or persons belonging to any such ship or boat as aforesaid shall be payable by the owners of the ship or boat in priority to all other claims for salvage; and in cases where such ship or boat is destroyed, or where the value thereof is insufficient, after payment of the actual expenses incurred, to pay the amount of salvage due in respect of any life or lives, the Board of Trade may in its discretion award to the salvors of such life or lives out of the Mercantile Marine Fund such sum or sums as it deems fit, in whole or part satisfaction of any amount of salvage so left unpaid in respect of such life or lives."

Extending 17 and 18 Vict., c. 104, as to claims for Salvage of Life.

By the 9th section of "The Admiralty Court Act, 1861:"

"All the provisions of "The Merchant Shipping Act, 1854," in regard to salvage of life from any ship or boat within the limits of the United Kingdom shall be extended to the salvage of life from any British ship or boat wheresoever the services may have been rendered, and from any Foreign ship or

boat where the services have been rendered either wholly or in part in British waters."

The principle that claims in respect of salvage of life take priority of all salvage claims against wrecked property saved is thus extended to British ships wrecked abroad, and it will be the duty of the Officer as far as possible to see that this principle is fully carried out in all cases in which property or life is saved within the limits of his district.

THOMAS GRAY,
Assistant Secretary.

PARLIAMENTARY PAPERS for 1868.—The following Parliamentary Papers for 1868 are now ready for sale, and can be procured on application to the Government Printer, or from the respective Agents appointed for the sale of such Papers in the various Provinces. Parties ordering the same by post are requested to quote the Number given to the Papers in the following List instead of the Titles.

| LIST OF PARLIAMENTARY PAPERS FOR SALE. | |
|---|-------|
| No. | s. d. |
| 1. Despatches of the Governor of New Zealand and the Secretary of State; together with the Commission of Governor Sir G. F. Bowen, and Royal Instructions accompanying same | 5 0 |
| 2. Report on the Social and Political State of the Natives at the time of the arrival of Sir G. F. Bowen | 1 6 |
| 3. Report of the Pokaikai Commission | 1 3 |
| 4. Petition of East Coast Natives relative to their Lands | 0 6 |
| 5. Report by the Inspector of Surveys on the Triangulation of the Bay of Plenty District | 0 3 |
| 6. Report by Mr. A. Mackay on the Sittings of the Native Lands Court held at Dunedin | 0 3 |
| 7. Correspondence and Papers relative to the Loans of New Zealand, viz.:—(1.) Correspondence between the Government and Mr. Fitzherbert; (2.) Papers relating to the Consolidation of the Loans; (3.) Account of the Investment and Sinking Fund of the Guaranteed Loan for 1867; (4.) Return of Ordinances authorising Provincial Loans, &c. | 1 0 |
| 8. Public Accounts of the General Government of New Zealand for the Financial Year 1867 | 3 0 |
| 9. Financial Statement of the Colonial Treasurer (including Supplementary Statement); to which are attached—(1.) Report of Auditor-General on the Financial Statement of the Colonial Treasurer; (2.) Memoranda by the Assistant Treasurer and Accountant to the Treasury on the above Report of the Auditor-General; (3.) Controller's Cash Balance Sheet for 1867-8 | 2 6 |
| 10. Statement of the Receipts and Expenditure of the various Provinces of New Zealand for the Year 1867 | 0 6 |
| 11. First Report of the Commissioners on the Public Accounts | 0 6 |
| 12. Papers relative to the Final Settlement of the Claims of the Province of Taranaki | 0 3 |
| 13. Correspondence relative to the Payment of the Nelson and Marlborough Provincial Debts | 0 6 |
| 14. Abstracts of certain Principal Results of a Census of New Zealand, taken in December, 1867 | 0 9 |
| 15. Colonial Museum and Laboratory Reports, together with a Report of the Results of the Analyses of Soils from various parts of the Colony, by Dr. Hector | 1 0 |
| 16. Nominal Roll of the Civil Establishment of New Zealand for 1868, together with a List of Officers who have ceased to be in the Government Service during the same period | 1 6 |
| 17. Ninth Report on the Postal Service of New Zealand, by the Postmaster-General | 1 0 |
| 18. Further Papers relative to the Postal Conference held in Melbourne | 0 6 |
| 19. Fourth Annual Report on the Working and Progress of the New Zealand Telegraph Department | 1 0 |
| 20. Return of Road Districts in New Zealand, and Analyses of Provincial Acts as to Road Boards; together with Tabular Statement respecting their establishment and operation | 1 0 |
| 21. Proceedings of a Board of Inquiry into certain Charges alleged against Inspector Hunter, Armed Constabulary | 0 6 |

THE NEW ZEALAND GAZETTE.

SUBSCRIPTIONS.—The subscription is at the rate of £2 per annum, or 10s. 6d. per quarter, payable in advance.

An extra subscription of 10s. to the *Gazette* will entitle each yearly subscriber to the Acts of the General Assembly as published during the year.

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Postage or duty stamps cannot in any case be received in payment from any place at which post office orders are issued, and under any circumstances are subject to a deduction at the rate of one shilling in the pound.

AGENCIES FOR THE SALE OF GOVERNMENT PUBLICATIONS.

THE Public are informed that, in order to afford greater facilities for procuring Official Publications, the following Agencies have been established throughout the Colony for the Sale of Acts, Parliamentary Papers, and Official Publications of the New Zealand Government:—

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| | | |
|--------------|-----|---|
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| Napier | ... | James Wood. |
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AND SOLD AT

The Government Printing Office, Wellington.

Printed Price Lists containing all the Acts and Documents now on sale can be procured on application to the Government Printer, Wellington.

GEO. DIDSBURY,
Government Printer.

Government Printing Office,
Wellington, 31st December, 1868.

FOR SALE,

In one Volume, Imperial Octavo, Price 25s.,

NEW ZEALAND: ITS PHYSICAL GEOGRAPHY, GEOLOGY, AND NATURAL HISTORY:

BY DR. FERDINAND VON HOCHSTETTER.

(Translated from the German by E. Sauter, A.M.)

With two Maps, seven Chromo-tints, and one hundred and three Woodcuts. Published for the New Zealand Government by J. G. Cotta, Stuttgart.

A further supply of the above work having arrived per "Wild Duck" from England, those desirous of procuring copies are informed that they can be had on application to the Government Printer, at Wellington, and will be forwarded, post free, to any part of the Colony.

ALSO FOR SALE, PRICE 6s.,

GEOLOGICAL AND TOPOGRAPHICAL ATLAS OF NEW ZEALAND:

BY DR. FERDINAND VON HOCHSTETTER AND DR. A. PETERMANN,

Containing SIX MAPS, Lithographed in Colours by C. Hellfarth, Gotha.

A small Book, in explanation of the Maps, is included in the above price.

The Maps originally formed part of the Scientific Publications of the "Novara" Expedition, and will be found a valuable addition to Dr. Hochstetter's recently translated work on New Zealand.

All orders for the above works to be accompanied by a remittance, in cash or Post Office order. Postage or duty stamps cannot be received in payment from any place at which Post Office orders are issued.

GEO. DIDSBURY,
Government Printer.

Government Printing Office,
Wellington, 8th January, 1869.

NGATAPA PA.—Three Lithographed Plans and Sections of Ngatapa Pa, taken by the Colonial Forces under Colonel Whitmore, on the 5th instant, can now be procured from the Government Printer, Wellington, price One Shilling the set, comprising—

1. Plan of Ngatapa Pa.
2. Section of ditto.
3. Plan illustrating the operations at Ngatapa.

GEORGE DIDSBURY,
Government Printer.

Government Printing Office,
Wellington, 27th January, 1869.