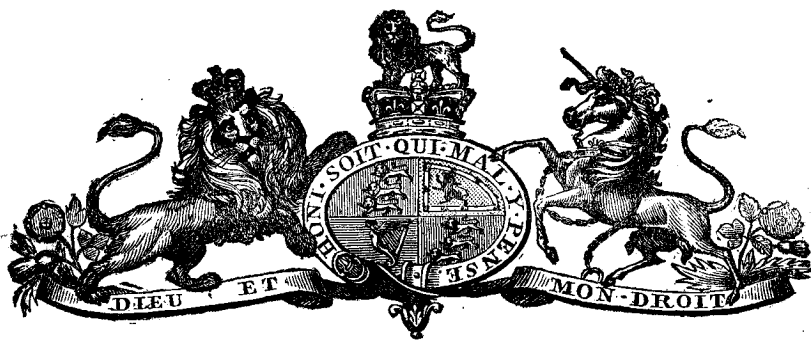


*Dr.*



THE  
**NEW ZEALAND GAZETTE.**

Published by Authority.

WELLINGTON, TUESDAY, JANUARY 16, 1872.

G. F. BOWEN, Governor.

A PROCLAMATION.

WHEREAS by an Act of the Imperial Parliament passed in the thirty-third and thirty-fourth years of the reign of Her present Majesty Queen Victoria, intituled "An Act to regulate the conduct of Her Majesty's Subjects during the existence of Hostilities between Foreign States with which Her Majesty is at Peace," and the Short Title whereof is "The Foreign Enlistment Act, 1870," it is, among other things, enacted that the said Act shall be proclaimed in every British Possession by the Governor thereof as soon as may be after he receives notice of the said Act, and shall come into operation in that British Possession on the day of such Proclamation, and the time at which the said Act comes into operation in any place is as respects such place in the said Act referred to as the commencement of the said Act:

Now therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, having received notice of the hereinbefore in part recited Act, in pursuance of the provisions thereof, and in exercise of the power thereby conferred on me, do hereby proclaim the said Act within the Colony of New Zealand, and do declare that the said Act shall be in operation within the said Colony on the day of the date of this Proclamation.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; and issued under the Seal of the said Colony, at Wellington, this sixteenth day of January, in the year of our Lord one thousand eight hundred and seventy-two.

W. GISBORNE.

GOD SAVE THE QUEEN!

G. F. BOWEN, Governor.

A PROCLAMATION.

WHEREAS by "The Sharebrokers Act, 1871," it is, among other things, enacted that the said Act shall only come into operation within such Province or Provinces in the Colony as the Governor may from time to time by Proclamation to be published in the *New Zealand Gazette* direct, and as from a day to be fixed in and by any such Proclamation: And whereas it is expedient that the said Act should be brought into operation within the Province of Auckland as from the day hereinafter appointed for that purpose:

Now therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, in pursuance and exercise of the powers vested in me by "The Sharebrokers Act, 1871," do hereby proclaim and direct that from and after the day hereinafter fixed in that behalf, the said Act shall come into operation within the Province of Auckland, in the said Colony: And in further exercise and pursuance of the powers vested in me by the said Act, I do hereby fix the first day of February, now next ensuing, as the day upon which the said Act shall so come into operation as aforesaid.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House at Wellington; and issued under the Seal of the said Colony, this sixteenth day of January, in the year of our Lord one thousand eight hundred and seventy-two.

W. GISBORNE.

GOD SAVE THE QUEEN!

G. F. BOWEN, Governor.  
ORDER IN COUNCIL.

At the Government House, at Wellington, this fourth day of January, 1872.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Merchant Ships Officers Examination Act, 1870," it is, among other things, enacted that, for the purposes of the examinations in the said Act mentioned, the Governor in Council may from time to time appoint and remove Examiners, and award the remuneration to be paid to them: And whereas it is expedient to appoint Examiners for the purposes of the said Act:

Now therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, in exercise of the authority in me vested by the said Act, and by and with the advice and consent of the Executive Council of the said Colony, do hereby appoint

ROBERT JOHNSON, of Wellington, and  
ROBERT ATHERTON EDWIN, of Wellington, a  
Commander in the Royal Navy,

to be Examiners for the purposes of the Examinations in the said Act mentioned and provided for.

FORSTER GORING,  
Clerk of the Executive Council.

G. F. BOWEN, Governor.  
ORDER IN COUNCIL.

At the Government House, at Wellington, this fourth day of January, 1872.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Merchant Shipping (Colonial) Act, 1869," passed by the Imperial Parliament of Great Britain, it is, among other things, enacted that when any Legislature of any British Possession provides for the examination of and grant of certificates of competency to persons intending to act as Masters, Mates, or Engineers on board British ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, and are liable to be forfeited for the like reasons and in the like manner, it shall be lawful for Her Majesty, by Order in Council, firstly, to declare that the said certificates shall be of the same force as if they had been granted under the said Acts; secondly, to declare that all or any of the provisions of the said Acts which relate to certificates of competency granted under those Acts shall apply to the certificates referred to in the said Order; and thirdly, to impose such conditions and to make such regulations with respect to the said certificates, and to the use, issue, delivery, cancellation, and suspension thereof, as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations:

And whereas by an Act of the General Assembly of New Zealand, intituled "The Merchant Ships Officers Examination Act, 1870," it is, among other things, enacted that examinations shall be instituted for persons who may be desirous of obtaining certificates of competency as Masters, Mates, or Engineers on board British ships, and that the Governor in Council may by Order in Council lay down rules providing for such examinations, and for regulating the qualification of applicants for examination and the times and places of examination, and generally

providing for all matters which shall be expedient, in order to carry into effect every such examination:

Now therefore, I, Sir George Ferguson Bowen, the Governor of the Colony of New Zealand, in exercise of the power and authority vested in me by the lastly hereinbefore mentioned Act, and with the advice and consent of the Executive Council of the said Colony, do hereby make the Regulations following, that is to say:—

EXAMINATIONS OF MASTERS, MATES, AND ENGINEERS FOR CERTIFICATES OF COMPETENCY, AND VOLUNTARY EXAMINATION IN STEAM.

1. *Certificates of Competency* will be granted to those persons who pass the requisite examinations, and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed and arrangements have been made for holding examinations at such times and places as may be found to be most suitable for general convenience; due notice whereof will be given in the *New Zealand Gazette*.

2. *Notice of Application for Examination to be given by Candidates*.—Candidates for examination must give in their names to the Superintendent of the Mercantile Marine Office (Custom House), if the place where they intend to be examined is a port at which examinations are held, or to "The Secretary of Customs (Marine Branch)," at Wellington, on or before the day of examination, and must conform to any regulations in this respect which may be laid down by the Board of Examiners from time to time.

3. *Testimonials of Character, Conduct, and Ability required*.—Testimonials of character, and of sobriety, experience, ability, and good conduct on board ship, will be required of all applicants, and without producing them no person will be examined. The testimonials of servitude of foreigners, and of British seamen serving in foreign vessels, which cannot be verified, must be confirmed either by the Consul of the country to which the ship in which the candidate served belonged, or by some other recognized official authority of that country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. Upon application to the Superintendent of the Mercantile Marine Office (Custom House), candidates will be supplied with a form, which they will be required to fill up and lodge with their testimonials in the hands of the Examiners. Certificates procured on false information will be cancelled.

4. If it shall be found that any certificate has been issued under these regulations upon false or erroneous information, such certificate may be cancelled. Any person who makes, or procures to be made, or assists in making any false representation for the purpose of obtaining for himself or for any other person a certificate of competency, is, by the 140th section of "The Merchant Shipping Act, 1854," deemed guilty of a misdemeanour.

5. *Verification of Services, &c., by Articles*.—Services which cannot be verified by proper entries in the articles of the ships in which the candidates have served cannot be counted. Thus, for instance, a man will state his service to have been as Second or Only Mate, and to support his assertion will produce a certificate of discharge or of employment by the Master stating that he served as Mate, when on reference to the articles it appears that he has actually been rated as Boatswain; the service in such a case will not be regarded as having been in the capacity of Mate. Whenever a man has, from any cause, been regularly promoted on a vacancy in the course of the voyage from the rank for which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the official log-book, he will of course receive credit

for his service in the higher grade for the period subsequent to his promotion. Certificates will only be granted to persons who have been domiciled in New Zealand for at least three years. Service in ships registered in New Zealand will be accepted as domicile in this Colony for the purpose of obtaining certificates under these regulations. Service in coasting trade may be allowed to count.

6. Where the Examiners are in every respect satisfied with the testimonials of a candidate, service in the coasting trade may be allowed to count as service, in order to qualify him for examination for a certificate of competency for Foreign-going Ships as a Mate, and two years' service as Mate in the coasting trade may be allowed to count as service for a Master's Certificate, provided the candidate's name has been entered as Mate on the Coasting Articles, and provided he has already passed an examination.

#### QUALIFICATION FOR CERTIFICATES OF COMPETENCY FOR A "FOREIGN-GOING SHIP."

The qualifications required for the several ranks under mentioned are as follow:—

7. *Second Mate*.—A Second Mate must be seventeen years of age, and must have been four years at sea.

In Navigation: He must write a legible hand, and understand the first five rules of arithmetic, and the use of logarithms. He must be able to work a day's work complete, including the bearings and distance of the port he is bound to, by Mercator's method; to correct the sun's declination for longitude, and find his latitude by meridian altitude of the sun; and to work such other easy problems of a like nature as may be put to him. He must understand the use of the sextant, and be able to observe with it, and read off the arc.

In Seamanship: He must give satisfactory answers as to the rigging and unrigging of ships, stowing of holds, &c.; must understand the measurement of the log-line, glass, and lead-line; be conversant with the rule of the road, as regards both steamers and sailing vessels, and the lights and fog-signals carried by them, and will also be examined as to his acquaintance with "the Commercial Code of Signals for the use of all Nations."

8. *Only Mate*.—An Only Mate must be nineteen years of age, and have been five years at sea.

In Navigation: In addition to the qualification required for a Second Mate, an Only Mate must be able to observe and calculate the amplitude of the sun, and deduce the variation of the compass therefrom, and be able to find the longitude by chronometer by the usual methods. He must know how to lay off the place of the ship on the chart, both by bearings of known objects, and by latitude and longitude. He must be able to determine the error of a sextant, and to adjust it, also to find the time of high water from the known time at full and change.

In Seamanship: In addition to what is required for a Second Mate, he must know how to moor and unmoor, and to keep a clear anchor; to carry out an anchor, to stow a hold, and to make the requisite entries in the ship's log. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as explained in the official log-book.

9. *First Mate*.—A First Mate must be nineteen years of age, and have served five years at sea, of which one year must have been as either Second or Only Mate, or as both.\*

In Navigation: In addition to what is required for an Only Mate, he must be able to observe azimuths, and to compute the variation; to compare chronometers and keep their rates, and find the longitude by them from an observation of the sun; to work the latitude by single altitude of the sun off the meridian, and be able to use and adjust the sextant by the sun.

In Seamanship: In addition to the qualifications required for an Only Mate, a more extensive knowledge of seamanship will be required, as to shifting large spars and sails, managing a ship in stormy weather, taking in and making sail, shifting yards and masts, &c., and getting heavy weights, anchors, &c., in and out; casting a ship when on a lee-shore; and securing the masts in the event of accident to the bowsprit.

10. *Master, Ordinary*.—A Master must be twenty-one years of age, and have been six years at sea, of which at least one year must have been as First or Only Mate, and one year as Second Mate.

In addition to the qualification for a First Mate, he must be able to find the latitude by a star, &c. He will be asked questions as to the nature of the attraction of the ship's iron upon the compass, and as to the method of determining it and correcting his course thereby. He will be examined in so much of the laws of the tides as is necessary to enable him to shape a course, and to compare his soundings with the depths marked on the charts. He will be examined as to his competency to construct jury rudders and rafts, and as to his resources for the preservation of the ship's crew in the event of wreck. He must possess a sufficient knowledge of what he is required to do by law, as to entry and discharge, and the management of his crew, and as to penalties, and entries to be made in the official log; and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter-party, Lloyd's Agent, and as to the nature of bottomry; and he must be acquainted with the leading lights of the channel he has been accustomed to navigate, or which he is going to use.

*Service in Fore and Aft Rigged Ships*: In cases where an applicant for a certificate as Master Ordinary has only served in a fore-and-aft-rigged vessel, and is ignorant of the management of a square-rigged vessel, he may obtain a certificate on which the words "Fore-and-aft-rigged Vessel" will be written. This certificate does not entitle him to command a square-rigged ship. This is not, however, to apply to Mates, who, being younger men, are expected for the future to learn their business completely.

11. *Master, Extra*.—An Extra Master's examination is voluntary, and intended for such persons as wish to prove their superior qualifications, and are desirous of having certificates for the highest grade granted.

In Navigation: As the vessels which such Masters will command frequently make long voyages, the candidate will be required to work a lunar observation by both sun and star, to determine the latitude by the moon, by polar star off the meridian, and also by double altitude of the sun, and to verify the result by Sumner's method. He must be able to calculate the altitudes of the sun or star when they cannot be observed for the purposes of lunars, to find the error of a watch by the method of equal altitudes, and to correct the altitudes observed with an artificial horizon.

He must understand how to observe and apply the deviation of the compass, and to deduce the set and rate of the current from the D.R. and observation. He will be required to explain the nature of great circle sailing, and know how to apply practically that knowledge, but he will not be required to go into the

\*Service in a superior capacity is in all cases to be an equivalent to service in an inferior capacity.

calculations. He must be acquainted with the law of storms, so far as to know how he may probably best escape those tempests common to the East and West Indies, and known as hurricanes.

In Seamanship: The extra examination will consist of an inquiry into the competency of the applicant to heave a ship down, in case of accident befalling her abroad; to get lower masts in and out; and to perform such other operations of a like nature as the Examiner may consider it proper to examine him upon.

#### QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY FOR A HOME-TRADE PASSENGER SHIP.

12. *Mate*.—A Mate must write a legible hand, and understand the first four rules of arithmetic. He must know and understand the rule of the road, and describe and show that he understands the Admiralty regulation as to lights. He must be able to take a bearing by compass, correct it for deviation, and prick off the ship's course on a chart. He must know the marks in the lead line, and be able to work and heave the log.

13. *Master*.—A Master must have served one year as a Mate in the foreign or home trade. In addition to the qualifications required for a Mate, he must show that he is capable of navigating a ship along any coast, for which purpose he will be required to draw upon a chart produced by the Examiner the courses and distances he would run along shore from headland to headland, and to give in writing the courses and distances corrected for variation and deviation, and the bearings of the headlands and lights, and to show when the courses should be altered either to clear any danger or to adapt it to the coast. He must understand how to make his soundings according to the state of the tide. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel as explained in the official log-book.

14. *Commercial Code Signals*.—All Masters and Mates will be required to pass a satisfactory examination in the use of the Commercial Code Signals.

#### GENERAL RULES AS TO EXAMINATIONS AND FEES.

15. *Time allowed for Working Problems*.—The candidates will be allowed to work out the various problems according to the method and the tables they have been accustomed to use, and will be allowed five hours to perform the work; at the expiration of which time, if they have not finished, they will be declared to have failed, unless the Examiners see fit to extend the time.

16. *Fees to be paid by Applicants for Examination*.—The fee for examination must be paid to the Superintendent of the Mercantile Marine Office (Shipping Master, Custom House). If a candidate fail in his examination, half the fee he has paid will be returned to him by the Superintendent of the Mercantile Marine Office on his producing an order, which will be given him by the Examiner. The fees are as follow:—

<i>For Foreign-going Ships.</i>		£	s.	d.
Second Mate	...	1	0	0
First and Only Mate, if previously possessing an inferior certificate	...	0	10	0
If not	...	1	0	0
Master, whether Extra or Ordinary	...	2	0	0
Master, if previously in possession of a certificate for "fore-and-aft-rigged vessels"	...	1	0	0

N.B.—Any person having a Master's Certificate of Competency for foreign-going ships may go up for an extra examination without payment of any fee; but if he fails in his first examination, half a Master's fee will be charged for each subsequent examination.

#### *For Home-Trade Passenger Ships.*

		£	s.	d.
Mate	...	0	10	0
Master	...	1	0	0

17. *Notification of having passed will be given to successful Candidates*.—If the applicant passes, he will receive an order from the Examiner, which will entitle him to receive his Certificate of Competency from the Superintendent of the Mercantile Marine Office, at the port to which he has directed it to be forwarded. His testimonials will be returned with his certificate.

18. *Unsuccessful Candidates may receive Certificates for inferior Grades, if competent*.—If an applicant is examined for a higher rank, and fails, but passes an examination of a lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

19. *Examination to commence with that for Second Mate*.—In every case the Examination, whether for Only Mate, First Mate, or Master, is to commence with the problems for Second Mate.

20. *Re-examination in case of Failure*.—If the applicant fails in working out the examination papers, he may present himself for re-examination whenever he thinks he has acquired sufficient knowledge to enable him to pass. But if he fails in the *vivâ voce* or practical part of the examination, he may not present himself for re-examination until the expiration of three months from the date of failure.

#### MASTERS AND MATES' VOLUNTARY EXAMINATIONS IN STEAM.

21. *Candidates may be examined as to their knowledge of the Steam-Engine*.—Arrangements have been made for giving to those Masters and First or Only Mates who are possessed of or entitled to certificates of competency, an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam-engine. These examinations are conducted by Examiners selected by the Marine Office, from the Engineer Surveyors appointed under "The Steam Navigation Act, 1866."

22. *Course to be pursued by Candidate for Steam Certificate*.—Any Master or Mate desiring to be examined in Steam must deliver to the Superintendent of the Mercantile Marine Office a statement in writing to that effect; if the applicant has a Certificate of Competency, such certificate must be delivered to the Shipping Master along with his statement. If he is about to pass an examination for a Certificate of Competency at the same time, the applications should be sent in together.

23. *Fee to be paid, Conduct of Examination, &c.*—A fee of one pound must be paid by the applicant for the examination in Steam, and the Superintendent of the Mercantile Marine Office will thereupon inform him of the time and place at which he is to attend to be examined, and the examination will then and there proceed in the same manner as the other examinations. If the applicant fails, and has given in his certificate, it will be at once returned to him, but no part of the fee he has paid will be returned.

24. *Record of Certificate*.—If he passes, the Report will be sent to the Marine Office; the words "Passed in Steam," with the date and place of examination, will then be entered on the certificate and its counterpart, and the certificate will be sent to the Superintendent of the Mercantile Marine Office of the port named in the application to be delivered to the applicant in the usual manner.

25. *Extent of Examination.*—The examination is *visà voce*, and extends to a general knowledge of the practical use and working of the steam-engine, and of the various valves, fittings, and pieces of machinery connected with it. Intricate theoretical questions on calculations of horse-power or areas of cylinders and valves, or any of the more difficult questions which appertain to steam engines and boilers, will not be asked. The examination will in fact be confined to what a Master of a steam-vessel may be called to perform in the case of the death, incapacity, or delinquency of the Engineer.

26. *Applicant not required to answer every question.*—If the applicant fails to answer some few of the questions, and yet, in the opinion of the Examiner, possesses such a competent knowledge of the parts of the engine generally, and such other practical knowledge of the subject as will enable him to effect the object in view, the Examiner will exercise his discretion as to whether a sufficiently high standard of knowledge has been attained, and pass him or not accordingly.

27. *Such Examiner will provide Drawings, &c.*—The Examiner will provide drawings and working sections, on a sufficiently large scale, of the various parts of the steam-engine, and of the valves and slides, &c., as may be necessary, and will require the applicant to make use of them in giving his answers to the various questions put to him; and, if an opportunity offer, the applicant will be permitted, under the guidance of the Examiner, to start and stop the engine of some vessel which may have her steam up.

#### EXAMINATION OF ENGINEERS FOR CERTIFICATES OF COMPETENCY.

28. *Certificates of two Grades.*—Engineers' Certificates are of two grades, namely, "First-class Engineers' Certificates," and "Second-class Engineers' Certificates."

29. *Certificates of Competency granted to persons who pass requisite Examinations.*—Certificates of Competency will be granted to those persons who pass the requisite examinations, and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed by the Governor in Council, and arrangements have been made for holding examinations at such times and places as may be found to be most suitable for general convenience; due notice whereof will be given in the *New Zealand Gazette*.

30. *Application for Examination.*—The application for examination is to be made in the prescribed form. The same rules are to be observed by Engineers in making application to be examined, in paying fees, and in forwarding testimonials, as in the case of applications by Masters and Mates. See above paragraphs.

#### QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY.

31. *Qualification of Candidate for Second-class Engineer's Certificate.*—A candidate for a Second-class Engineer's Certificate must be 21 years of age:

- (a.) He must have served an apprenticeship to an Engineer, and prove that during the period of his apprenticeship he has been employed on the making and repairing of engines: Or if he has not served an apprenticeship, he must prove that for not less than three years he has been employed in some factory or workshop on the making or repairing of engines. In either case he must also have served one year at sea in the Engine Room; or

- (b.) He must have served at least four years at sea in the Engine Room.
- (c.) 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.
- (d.) He must understand how to correct defects from accident, decay, &c., and the means of repairing such defects.
- (e.) He must understand the use of the barometer, thermometer, hydrometer, and salinometer.
- (f.) He must state the causes, effects, and usual remedies for incrustation and corrosion.
- (g.) He must be able to state how a temporary or permanent repair could be effected in case of derangement of a part of the machinery, or total breakdown.
- (h.) He must write a legible hand, and understand the first five rules of arithmetic, and decimals.
- (i.) He must be able to pass a creditable examination as to the various constructions of paddle and screw engines in general use; as to the details of the different working parts, external and internal, with the use of each part.

32. *Qualification of Candidate for First-class Engineer's Certificate.*—A candidate for a First-class Engineer's Certificate must be twenty-two years of age.

In addition to the qualification required for a Second-class Engineer—

- (a.) He must have served for one year with a Second-class Engineer's Certificate of Competency.

By this it is intended that the same rule shall be observed in the examination of Engineers, as is observed in the examination of Masters and Mates; viz., that before the certificate of a higher grade is granted, certain service in the lower grade must be performed.

The Examiner should therefore be satisfied that applicants for the First-class Engineer's Certificate have not only been in possession of a Second-class Certificate for twelve months, but that they have actually served for a period of not less than twelve months in the engine-room with a Second-class Certificate.

- (b.) He must be able to make rough working drawings of the different parts of the engines and boilers.
- (c.) He must also be able to take off and calculate indicator diagrams.
- (d.) He must be able to calculate safety-valve pressures, and the strength of the boiler.
- (e.) He must be able to state the general proportions borne by the principal parts of the machinery to each other.
- (f.) 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.
- (g.) He must be conversant with surface condensation, super-heating, and the working of steam expansively.
- (h.) His knowledge of arithmetic must include the mensuration of superficies and solids, and the extraction of the square root.

33. *Engineer Extra.*—An Extra First-class Engineer's Examination is voluntary, and is intended for such persons as wish to prove their superior qualifications, and are desirous of having certificates

equivalent to those of the highest grade granted by the Board of Trade.

The candidate must be entitled to or possessed of a First-class Engineer's Certificate of Competency, and in addition to the qualifications required for a First-class Engineer—

- (a.) He must possess a thorough knowledge of the construction and working of marine engines and boilers in all their parts, and be so far acquainted with the elements of theoretical mechanics as to comprehend the general principles on which the machine works.
- (b.) He must understand how to apply the indicator, and draw the proper conclusions from the diagrams.
- (c.) He must be acquainted with the principles of expansion, and able to prove, or at least to illustrate, the use of the expansion gear.
- (d.) He must be able to draw rough sketches of any part of the machinery, with figured dimensions, fit to work from.

GENERAL RULES AS TO EXAMINATIONS  
AND FEES.

34. *Time allowed for working Problems.*—The examination will be partly *vivá voce*, and partly by examination papers. It will be directed specially to the above points, and to the duties and business of an Engineer generally.

If the candidate passes the *vivá voce* examination creditably, a set of questions will be given to work out.

He will be allowed to work out these questions according to the methods he is accustomed to use, and will be allowed five hours to perform the work: and

- (a.) If at the expiration of the time allowed he has worked out correctly the whole of the questions set him, he will be declared to have passed.
- (b.) If at the expiration of the time allowed he has not worked out the whole of the questions set him, but if the result of the *vivá voce* examination, taken in connection with the answers to such of the questions as he has worked out, are sufficient to satisfy the Examiner that the applicant is competent to take charge of engines of 100 nominal horsepower or upwards, he will be declared to have passed.
- (c.) In other cases he will be declared to have failed.

A report of the Examination, and the Examination Papers, will be forwarded to the Marine Office.

35. *Fees to be paid by Applicants for Examination.*—The fee for examination must be paid to the Superintendent of the Mercantile Marine Office. If a candidate fail in his examination, half the fee he has paid will be returned to him by the Superintendent on his producing an order which will be given him by the Examiner. The fees are as follows:—

	£	s.	d.
First-class Engineer's Certificate (whether extra or ordinary) ...	2	0	0
Second-class Engineer's Certificate ...	1	0	0
For First-class Engineer's Certificate, if already in possession of a Second-class Certificate ...	1	0	0

36. *Notification of having passed will be given to successful Candidates.*—If the applicant passes he will receive an order from the Examiner, which will entitle him to receive his Certificate of Competency from the Superintendent of the Mercantile Marine Office at the port to which he has directed it to be forwarded. His testimonials will be returned with his certificate.

37. *Unsuccessful Candidates may receive Certificates for inferior Grades, if competent.*—If applicant is examined for the higher grade, and fails, but passes an examination of the lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

38. *Re-examination in case of failure.*—If the applicant fails in working out the examination papers, he may present himself for re-examination whenever he thinks he has acquired sufficient knowledge to enable him to pass. But if he fails in the *vivá voce* or practical part of the examination, he may not present himself for re-examination until the expiration of three months from the date of failure.

FORSTER GORING,  
Clerk of the Executive Council.

G. F. BOWEN, Governor.

TO ALL TO WHOM THESE PRESENTS SHALL COME,  
GREETING:

WHEREAS by "The Regulation of Elections Act, 1870," it is enacted that it shall be lawful for the Governor, by Warrant under his hand, from time to time to appoint Polling Places for each Electoral District, within or within one mile of the limits thereof, and to appoint any one of such Polling Places to be the Principal Polling Place for the District, and all or any of such Polling Places from time to time to abolish, and, if he think fit, to appoint other Polling Places in lieu of those abolished, and that every such Warrant shall be published in the *New Zealand Gazette*: Provided always that no Polling Place shall be appointed by the Governor under the said Act unless he shall be first satisfied that the place to be appointed is more convenient than any other for at least twenty electors to record their votes thereat:

Now know ye, that I, Sir George Ferguson Bowen, the Governor of New Zealand, in pursuance of the power and authority in me vested by the said Act, do hereby appoint the following place to be an additional Polling Place for the Electoral District hereinafter specified, for the election of Members of the House of Representatives, namely,—

*For the District of Rodney.*

Mr. Andrew Bonar's Residence, Kaukapakapa.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House, at Wellington, this fifteenth day of January, in the year of our Lord one thousand eight hundred and seventy-two.

W. GISBORNE.

G. F. BOWEN, Governor.

TO ALL TO WHOM THESE PRESENTS SHALL COME,  
GREETING:

WHEREAS by "The Regulation of Elections Act, 1870," it is enacted that it shall be lawful for the Governor, by Warrant under his hand, from time to time to appoint Polling Places for each Electoral District, within or within one mile of the limits thereof, and to appoint any one of such Polling Places to be the Principal Polling Place for the District, and all or any of such Polling Places from time to time to abolish, and, if he think fit, to appoint other Polling Places in lieu of those abolished, and that every such Warrant shall be published in the *New Zealand Gazette*: Provided always that no Polling Place shall be appointed by the Governor under the said Act unless he shall be

first satisfied that the place to be appointed is more convenient than any other for at least twenty electors to record their votes thereat:

And whereas by Warrant under the hand of the Governor, bearing date the thirtieth day of December, one thousand eight hundred and seventy,

The Court House, Maori Point,

was appointed a Polling Place for the District of Wakatipu, for the election of Members of the House of Representatives:

And whereas it is expedient to abolish the same:

Now know ye that I, Sir George Ferguson Bowen, the Governor of New Zealand, in pursuance of the power and authority in me vested by the said Act, do hereby abolish the above-named Polling Place for the District of Wakatipu, for the election of Members of the House of Representatives.

Given under the hand of His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, at the Government House, at Wellington, this thirteenth day of January, in the year of our Lord one thousand eight hundred and seventy-two.

W. GISBORNE.

Colonial Secretary's Office,  
Wellington, 12th January, 1872.

THE following Despatch, with Enclosures, from the Secretary of State for the Colonies, is published for general information.

W. GISBORNE.

[CIRCULAR.]

Downing Street, 12th November, 1871.

SIR,—I have received from the Duke of Argyll a copy of a Despatch from the Governor-General of India in Council, and a copy of a Circular which His Grace, in pursuance of the request contained in that Despatch, has addressed to the Chambers of Commerce, and other authorized institutions of that nature in the United Kingdom, inviting direct correspondence with the Government of India on matters connected with Agriculture, Commerce, improved Machinery, and the like.

I transmit to you printed copies of those documents, and have to request you to give them such publicity as will be most likely to secure the desired interchange of communications between the several Commercial and Agricultural Societies and Institutions in the Colony under your government, and the Government of India.

I have, &c.,

KIMBERLEY.

The Officer Administering  
the Government of New Zealand.

ENCLOSURE 1.

To the President of the

1871.

SIR,—I am directed by His Grace the Secretary of State for India to transmit to you the accompanying extract of a Despatch which has recently been received from His Excellency the Governor-General of India in Council, requesting that His Grace will assist him in establishing direct communication between the Government of India and the several commercial and agricultural societies and institutions

in the United Kingdom, on subjects connected with agriculture and commerce.

The Duke of Argyll has assented to this request of the Governor-General; and I am to request you to move the to assist His Grace in complying with the wish of His Lordship in Council, by forwarding direct to the Government of India such papers and information as may be published by the Association over which you preside, as soon as they are issued, and also by directing the attention of the Government of India to such points as you may deem it useful for them to be acquainted with.

All communications should be addressed to the Secretary to the Government of India in the Department of Revenue, Agriculture, and Commerce, Calcutta.

DEPARTMENT OF REVENUE, AGRICULTURE, AND  
COMMERCE.

[AGRICULTURE AND HORTICULTURE.]

The Governor-General of India in Council to Her Majesty's Secretary of State for India.—Simla, 24th August, 1871, No. 7.

*Extract.*

Our attention has been called to the importance of obtaining for the use of the Department of Revenue, Agriculture and Commerce, and for general information, early copies of all papers (reports, circulars and the like) issued by the Liverpool and other important Chambers of Commerce, and by leading English firms, relating to staples such as cotton, jute, rice, indigo, silk, and others, which form important articles of commerce between India and Great Britain.

2. We shall feel much obliged if, to prevent the delay inseparable from the passage of such papers through the several official channels, your Grace could arrange for their prompt transmission by the Publishers direct to the address of our Secretary in the Department of Revenue, Agriculture, and Commerce, Calcutta.

3. We should be happy to reciprocate by furnishing any information in our power, by supplying copies of such printed papers as might be desired in regard to the state of our crops and the position of our trade.

4. It is specially a matter of importance to us to obtain the earliest possible information as to the state and prospects of the American cotton crop. Agricultural conditions in many parts of the United States are very similar to those that obtain throughout vast tracts of India. Many improvements in cultivation, and very many of the mechanical contrivances for facilitating agricultural operations, that have been found beneficial and remunerative in America, would prove, we believe, scarcely less applicable to many parts of this country. We would therefore request the favour of your Grace's arranging, if possible, for the direct transmission to us of all periodical reports on the cotton crop, the progress of agriculture generally, and the development of all agricultural appliances, issued by the American Bureau of Agriculture, whom we would in turn supply with any papers they might indicate relating to our cotton crop, and the progress of agriculture here.

5. Through the public newspapers and through private channels, we often hear of American inventions which, *prima facie*, appear likely to be useful here, and in regard to which we desire further information. There are also many matters of detail connected with the trade and agriculture of America, the Colonies, and other countries, in regard to which more precise information than we can at present obtain is often very desirable, and at times is urgently required.

Colonial Secretary's Office.  
Wellington, 15th January, 1872.

THE following Act of the Imperial Parliament is published for general information.

W. GISBORNE.

CHAP. 90.

*An Act to regulate the Conduct of Her Majesty's Subjects during the existence of Hostilities between Foreign States with which Her Majesty is at Peace.*

[9th August, 1870.

WHEREAS it is expedient to make provision for the regulation of the conduct of Her Majesty's subjects during the existence of hostilities between Foreign States with which Her Majesty is at peace :

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

*Preliminary.*

Short Title of Act.

1. This Act may be cited for all purposes as "The Foreign Enlistment Act, 1870."

Application of Act.

2. This Act shall extend to all the dominions of Her Majesty, including the adjacent territorial waters.

Commencement of Act.

3. This Act shall come into operation in the United Kingdom immediately on the passing thereof, and shall be proclaimed in every British possession by the Governor thereof as soon as may be after he receives notice of this Act, and shall come into operation in that British possession on the day of such Proclamation; and the time at which this Act comes into operation in any place is, as respects such place, in this Act referred to as the commencement of this Act.

*Illegal Enlistment.*

Penalty on enlistment in service of foreign State.

4. If any person, without the license of Her Majesty, being a British subject, within or without Her Majesty's dominions, accepts or agrees to accept any commission or engagement in the military or naval service of any foreign State at war with any foreign State at peace with Her Majesty, and in this Act referred to as a friendly State, or whether a British subject or not, within Her Majesty's dominions, induces any other person to accept or agree to accept any commission or engagement in the military or naval service of any such foreign State as aforesaid,—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on leaving Her Majesty's dominions with intent to serve a foreign State.

5. If any person, without the license of Her Majesty, being a British subject, quits or goes on board any ship with a view of quitting Her Majesty's dominions, with intent to accept any commission or engagement in the military or naval service of any foreign State at war with a friendly State, or whether a British subject or not, within Her Majesty's dominions, induces any other person to quit or to go on board any ship with a view of quitting Her Majesty's dominions with the like intent,—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on embarking persons under false representations as to service.

6. If any person induces any other person to quit Her Majesty's dominions or to embark on any ship within Her Majesty's dominions under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the military or naval service of any foreign State at war with a friendly State,—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on taking illegally enlisted persons on board ship.

7. If the master or owner of any ship, without the license of Her Majesty, knowingly either takes on board, or engages to take on board, or has on board such ship, within Her Majesty's dominions, any of the following persons, in this Act referred to as illegally enlisted persons; that is to say,—

(1.) Any person who, being a British subject within or without the dominions of Her Majesty, has, without the license of Her Majesty, accepted or agreed to accept any commission or engagement in the military or naval service of any foreign State at war with any friendly State :

(2.) Any person, being a British subject, who, without the license of Her Majesty, is about to quit Her Majesty's dominions with intent to accept any commission or engagement in the military or naval service of any foreign State at war with a friendly State :

(3.) Any person who has been induced to embark under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the military or naval service of any foreign State at war with a friendly State :

Such master or owner shall be guilty of an offence against this Act, and the following consequences shall ensue; that is to say,—

(1.) The offender shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour: and

(2.) Such ship shall be detained until the trial and conviction or acquittal of the master or owner, and until all penalties inflicted on the master or owner have been paid, or the master or owner has given security for the payment of such penalties to the satisfaction of two Justices of the Peace, or other magistrate or magistrates having the authority of two Justices of the Peace: and

(3.) All illegally enlisted persons shall immediately on the discovery of the offence be taken on shore, and shall not be allowed to return to the ship.



*Illegal Shipbuilding and Illegal Expeditions.*

Penalty on illegal shipbuilding and illegal expeditions.

8. If any person within Her Majesty's dominions, without the license of Her Majesty, does any of the following acts; that is to say,—

- (1.) Builds, or agrees to build, or causes to be built, any ship with intent or knowledge, or having reasonable cause to believe, that the same shall or will be employed in the military or naval service of any foreign State at war with any friendly State: or
- (2.) Issues or delivers any commission for any ship with intent or knowledge, or having reasonable cause to believe, that the same shall or will be employed in the military or naval service of any foreign State at war with any friendly State: or
- (3.) Equips any ship with intent or knowledge, or having reasonable cause to believe, that the same shall or will be employed in the military or naval service of any foreign State at war with any friendly State: or
- (4.) Despatches, or causes or allows to be despatched, any ship with intent or knowledge, or having reasonable cause to believe, that the same shall or will be employed in the military or naval service of any foreign State at war with any friendly State:

Such person shall be deemed to have committed an offence against this Act, and the following consequences shall ensue:—

- (1.) The offender shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.
- (2.) The ship in respect of which any such offence is committed, and her equipment, shall be forfeited to Her Majesty:

Provided that a person building, causing to be built, or equipping a ship in any of the cases aforesaid, in pursuance of a contract made before the commencement of such war as aforesaid, shall not be liable to any of the penalties imposed by this section in respect of such building or equipping if he satisfies the conditions following: (that is to say.)

- (1.) If forthwith upon a Proclamation of neutrality being issued by Her Majesty he gives notice to the Secretary of State that he is so building, causing to be built, or equipping such ship, and furnishes such particulars of the contract, and of any matters relating to, or done or to be done under the contract, as may be required by the Secretary of State:
- (2.) If he gives such security, and takes and permits to be taken such other measures, if any, as the Secretary of State may prescribe for insuring that such ship shall not be despatched, delivered, or removed without the license of Her Majesty until the termination of such war as aforesaid.

Presumption as to evidence in case of illegal ship.

9. Where any ship is built by order of or on behalf of any foreign State when at war with a friendly State, or is delivered to or to the order of such foreign State, or any person who to the knowledge of the person building is an agent of such foreign State, or is paid for by such foreign State or such agent, and is employed in the military or naval service of such foreign State, such ship shall, until the contrary is proved, be deemed to have been built with a view to being so employed, and the burden shall lie on the builder of such ship of proving that he did not know that the ship was intended to be so

employed in the military or naval service of such foreign State.

Penalty on aiding the warlike equipment of foreign ships.

10. If any person within the dominions of Her Majesty, and without the license of Her Majesty,—

By adding to the number of the guns, or by changing those on board for other guns, or by the addition of any equipment for war, increases or augments, or procures to be increased or augmented, or is knowingly concerned in increasing or augmenting, the warlike force of any ship which at the time of her being within the dominions of Her Majesty was a ship in the military or naval service of any foreign State at war with any friendly State,—

Such person shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on fitting out naval or military expeditions without license.

11. If any person within the limits of Her Majesty's dominions, and without the license of Her Majesty,—

Prepares or fits out any naval or military expedition to proceed against the dominions of any friendly State, the following consequences shall ensue:—

- (1.) Every person engaged in such preparation or fitting out, or assisting therein, or employed in any capacity in such expedition, shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.
- (2.) All ships, and their equipments, and all arms and munitions of war, used in or forming part of such expedition, shall be forfeited to Her Majesty.

Punishment of accessories.

12. Any person who aids, abets, counsels, or procures the commission of any offence against this Act shall be liable to be tried and punished as a principal offender.

Limitation of term of imprisonment.

13. The term of imprisonment to be awarded in respect of any offence against this Act shall not exceed two years.

*Illegal Prize.*

Illegal prize brought into British ports restored.

14. If, during the continuance of any war in which Her Majesty may be neutral, any ship, goods or merchandise captured as prize of war within the territorial jurisdiction of Her Majesty, in violation of the neutrality of this realm, or captured by any ship which may have been built, equipped, commissioned, or despatched, or the force of which may have been augmented, contrary to the provisions of this Act, are brought within the limits of Her Majesty's dominions by the captor, or any agent of the captor, or by any person having come into possession thereof with knowledge that the same was prize of war so captured as aforesaid, it shall be lawful for the original owner of such prize, or his agent, or for any person authorized in that behalf by the Government of the foreign State to which such owner belongs, to make application to the Court of Admiralty for seizure and detention of such prize, and the Court shall, on due proof of the facts, order such prize to be restored.

Every such order shall be executed and carried into effect in the same manner, and subject to the same right of appeal, as in case of any order made in the exercise of the ordinary jurisdiction of such Court; and in the meantime, and until a final order has been made on such application, the Court shall have power to make all such provisional and other orders as to the care or custody of such captured ship, goods, or merchandise, and (if the same be of perishable nature, or incurring risk or deterioration) for the sale thereof, and with respect to the deposit or investment of the proceeds of any such sale, as may be made by such Court in the exercise of its ordinary jurisdiction.

*General Provision.*

License by Her Majesty, how granted.

15. For the purposes of this Act, a license by Her Majesty shall be under the sign-manual of Her Majesty, or be signified by Order in Council, or by Proclamation of Her Majesty.

*Legal Procedure.*

Jurisdiction in respect of offences by persons against Act.

16. Any offence against this Act shall, for all purposes of and incidental to the trial and punishment of any person guilty of any such offence, be deemed to have been committed either in the place in which the offence was wholly or partly committed, or in any place within Her Majesty's dominions in which the person who committed such offence may be.

Venue in respect of offences by persons. 24 and 25 Vict. c. 97.

17. Any offence against this Act may be described in any indictment or other document relating to such offence, in cases where the mode of trial requires such a description, as having been committed at the place where it was wholly or partly committed, or it may be averred generally to have been committed within Her Majesty's dominions, and the venue or local description in the margin may be that of the county, city, or place in which the trial is held.

Power to remove offenders for trial.

18. The following authorities, that is to say, in the United Kingdom any Judge of a superior Court, in any other place within the jurisdiction of any British Court of Justice, such Court, or, if there are more Courts than one, the Court having the highest criminal jurisdiction in that place, may, by warrant or instrument in the nature of a warrant in this section included in the term "warrant," direct that any offender charged with an offence against this Act shall be removed to some other place in Her Majesty's dominions for trial in cases where it appears to the authority granting the warrant that the removal of such offender would be conducive to the interests of justice; and any prisoner so removed shall be triable at the place to which he is removed, in the same manner as if his offence had been committed in such place.

Any warrant for the purposes of this section may be addressed to the master of any ship or to any other person or persons, and the person or persons to whom such warrant is addressed shall have power to convey the prisoner therein named to any place or places named in such warrant, and to deliver him, when arrived at such place or places, into the custody of any authority designated by such warrant.

Every prisoner shall, during the time of his removal under any such warrant as aforesaid, be deemed to be in the legal custody of the person or persons empowered to remove him.

Jurisdiction in respect of forfeiture of ships for offences against Act.

19. All proceedings for the condemnation and forfeiture of a ship, or ship and equipment, or arms and

munitions of war, in pursuance of this Act, shall require the sanction of the Secretary of State or such chief executive authority as is in this Act mentioned, and shall be had in the Court of Admiralty, and not in any other Court; and the Court of Admiralty shall, in addition to any power given to the Court by this Act, have in respect of any ship or other matter brought before it in pursuance of this Act all powers which it has in the case of a ship or matter brought before it in the exercise of its ordinary jurisdiction.

Regulations as to proceedings against the offender and against the ship.

20. Where any offence against this Act has been committed by any person by reason whereof a ship, or ship and equipment, or arms and munitions of war, has or have become liable to forfeiture, proceedings may be instituted, contemporaneously or not, as may be thought fit, against the offender in any Court having jurisdiction of the offence, and against the ship, or ship and equipment, or arms and munitions of war, for the forfeiture in the Court of Admiralty; but it shall not be necessary to take proceedings against the offender because proceedings are instituted for the forfeiture, or to take proceedings for the forfeiture because proceedings are taken against the offender.

Officers authorized to seize offending ships.

21. The following officers, that is to say,

- (1.) Any officer of Customs in the United Kingdom, subject nevertheless to any special or general instructions from the Commissioners of Customs, or any officer of the Board of Trade, subject nevertheless to any special or general instructions from the Board of Trade;
- (2.) Any officer of Customs or public officer in any British possession, subject nevertheless to any special or general instructions from the Governor of such possession;
- (3.) Any commissioned officer on full pay in the military service of the Crown, subject nevertheless to any special or general instructions from his commanding officer;
- (4.) Any commissioned officer on full pay in the naval service of the Crown, subject nevertheless to any special or general instructions from the Admiralty or his superior officer,

may seize or detain any ship liable to be seized or detained in pursuance of this Act, and such officers are in this Act referred to as the "local authority;" but nothing in this Act contained shall derogate from the power of the Court of Admiralty to direct any ship to be seized or detained by any officer by whom such Court may have power under its ordinary jurisdiction to direct a ship to be seized or detained.

Powers of officers authorized to seize ships.

22. Any officer authorized to seize or detain any ship in respect of any offence against this Act may, for the purpose of enforcing such seizure or detention, call to his aid any constable or officers of police, or any officers of Her Majesty's army or navy or marines, or any excise officers or officers of customs, or any harbour-master or dock-master, or any officers having authority by law to make seizures of ships, and may put on board any ship so seized or detained any one or more of such officers to take charge of the same, and to enforce the provisions of this Act; and any officer seizing or detaining any ship under this Act may use force, if necessary, for the purpose of enforcing seizure or detention; and if any person is killed or maimed by reason of his resisting such officer in the execution of his duties, or any person acting under his orders, such officer so seizing or detaining the ship, or other person, shall be freely and fully indemnified as well against the Queen's

Majesty, her heirs and successors, as against all persons so killed, maimed, or hurt.

Special power of Secretary of State or chief executive authority to detain ship.

23. If the Secretary of State or the chief executive authority is satisfied that there is a reasonable and probable cause for believing that a ship within Her Majesty's dominions has been or is being built, commissioned, or equipped contrary to this Act, and is about to be taken beyond the limits of such dominions, or that a ship is about to be despatched contrary to this Act, such Secretary of State or chief executive authority shall have power to issue a warrant stating that there is reasonable and probable cause for believing as aforesaid, and upon such warrant the local authority shall have power to seize and search such ship, and to detain the same until it has been either condemned or released by process of law, or in manner hereinafter mentioned.

The owner of the ship so detained, or his agent, may apply to the Court of Admiralty for its release, and the Court shall as soon as possible put the matter of such seizure and detention in course of trial between the applicant and the Crown.

If the applicant establish to the satisfaction of the Court that the ship was not and is not being built, commissioned, or equipped, or intended to be despatched, contrary to this Act, the ship shall be released and restored.

If the applicant fail to establish to the satisfaction of the Court that the ship was not and is not being built, commissioned, or equipped, or intended to be despatched, contrary to this Act, then the ship shall be detained till released by order of the Secretary of State or chief executive authority.

The Court may, in cases where no proceedings are pending for its condemnation, release any ship detained under this section on the owner giving security to the satisfaction of the Court that the ship shall not be employed contrary to this Act, notwithstanding that the applicant may have failed to establish to the satisfaction of the Court that the ship was not and is not being built, commissioned, or intended to be despatched contrary to this Act. The Secretary of State or the chief executive authority may likewise release any ship detained under this section on the owner giving security to the satisfaction of such Secretary of State or chief executive authority that the ship shall not be employed contrary to this Act, or may release the ship without such security if the Secretary of State or chief executive authority think fit so to release the same.

If the Court be of opinion that there was not reasonable and probable cause for the detention, and if no such cause appear in the course of the proceedings, the Court shall have power to declare that the owner is to be indemnified by the payment of costs and damages in respect of the detention, the amount thereof to be assessed by the Court, and any amount so assessed shall be payable by the Commissioners of the Treasury out of any moneys legally applicable for that purpose. The Court of Admiralty shall also have power to make a like order for the indemnity of the owner, on the application of such owner to the Court, in a summary way, in cases where the ship is released by the order of the Secretary of State or the chief executive authority, before any application is made by the owner or his agent to the Court for such release.

Nothing in this section contained shall affect any proceedings instituted or to be instituted for the condemnation of any ship detained under this section where such ship is liable to forfeiture, subject to this provision, that if such ship is restored in pursuance of this section, all proceedings for such condemnation shall be stayed; and where the Court declares that the

owner is to be indemnified by the payment of costs and damages for the detainer, all costs, charges, and expenses incurred by such owner in or about any proceedings for the condemnation of such ship shall be added to the costs and damages payable to him in respect of the detention of the ship.

Nothing in this section contained shall apply to any foreign non-commissioned ship despatched from any part of Her Majesty's dominions after having come within them under stress of weather or in the course of a peaceful voyage, and upon which ship no fitting out or equipping of a warlike character has taken place in this country.

Special power of local authority to detain ship.

24. Where it is represented to any local authority, as defined by this Act, and such local authority believes the representation, that there is a reasonable and probable cause for believing that a ship within Her Majesty's dominions has been or is being built, commissioned, or equipped contrary to this Act, and is about to be taken beyond the limits of such dominions, or that a ship is about to be despatched contrary to this Act, it shall be the duty of such local authority to detain such ship, and forthwith to communicate the fact of such detention to the Secretary of State or chief executive authority.

Upon the receipt of such communication, the Secretary of State or chief executive authority may order the ship to be released if he thinks there is no cause for detaining her; but if satisfied that there is reasonable and probable cause for believing that such ship was built, commissioned, or equipped, or intended to be despatched, in contravention of this Act, he shall issue his warrant stating that there is reasonable and probable cause for believing as aforesaid; and upon such warrant being issued, further proceedings shall be had as in cases where the seizure or detention has taken place on a warrant issued by the Secretary of State without any communication from the local authority.

Where the Secretary of State or chief executive authority orders the ship to be released on the receipt of a communication from the local authority without issuing his warrant, the owner of the ship shall be indemnified by the payment of costs and damages in respect to the detention upon application to the Court of Admiralty in a summary way in like manner as he is entitled to be indemnified where the Secretary of State having issued his warrant under this Act releases the ship before any application is made by the owner or his agent to the Court for such release.

Power of Secretary of State or executive authority to grant search-warrant.

25. The Secretary of State or the chief executive authority may, by warrant, empower any person to enter any dockyard or other place within Her Majesty's dominions, and inquire as to the destination of any ship which may appear to him to be intended to be employed in the naval or military service of any foreign State at war with a friendly State, and to search such ship.

Exercise of powers of Secretary of State or chief executive authority.

26. Any powers or jurisdiction by this Act given to the Secretary of State may be exercised by him throughout the dominions of Her Majesty, and such powers and jurisdiction may also be exercised by any of the following officers, in this Act referred to as the chief executive authority, within their respective jurisdictions; that is to say,—

- (1.) In Ireland by the Lord Lieutenant or other the chief governor or governors of Ireland for the time being, or the Chief Secretary to the Lord Lieutenant:

- (2.) In Jersey by the Lieutenant-Governor:  
 (3.) In Guernsey, Alderney, and Sark, and the dependent Islands, by the Lieutenant-Governor:  
 (4.) In the Isle of Man by the Lieutenant-Governor:  
 (5.) In any British possession by the Governor.

A copy of any warrant issued by a Secretary of State, or by any officer authorized in pursuance of this Act to issue such warrant in Ireland, the Channel Islands, or the Isle of Man, shall be laid before Parliament.

*Appeal from Court of Admiralty.*

27. An appeal may be had from any decision of a Court of Admiralty under this Act to the same tribunal and in the same manner to and in which an appeal may be had in cases within the ordinary jurisdiction of the Court as a Court of Admiralty.

*Indemnity to Officers.*

28. Subject to the provisions of this Act providing for the award of damages in certain cases in respect of the seizure or detention of a ship by the Court of Admiralty, no damages shall be payable, and no officer or local authority shall be responsible, either civilly or criminally, in respect of the seizure or detention of any ship in pursuance of this Act.

*Indemnity to Secretary of State or chief executive authority.*

29. The Secretary of State shall not, nor shall the chief executive authority, be responsible in any action or other legal proceedings whatsoever for any warrant issued by him in pursuance of this Act, or be examinable as a witness, except at his own request, in any Court of justice in respect of the circumstances which led to the issue of the warrant.

*Interpretation Clause.*

*Interpretation of terms.*

30. In this Act, if not inconsistent with the context, the following terms have the meanings hereinafter respectively assigned to them; that is to say,—

*"Foreign State."*

"Foreign State" includes any foreign prince, colony, province, or part of any province or people, or any person or persons exercising or assuming to exercise the powers of government in or over any foreign country, colony, province, or part of any province, or people:

*"Military Service."*

"Military service" shall include military telegraphy, and any other employment whatever in or in connection with any military operation:

*"Naval Service."*

"Naval service" shall, as respects a person, include service as a marine, employment as a pilot in piloting or directing the course of a ship of war or other ship when such ship of war or other ship is being used in any military or naval operation, and any employment whatever on board a ship of war, transport, store ship, privateer, or ship under letters of marque; and as respects a ship, include any user of a ship as a transport, store ship, privateer, or ship under letters of marque:

*"United Kingdom."*

"United Kingdom" includes the Isle of Man, the Channel Islands, and other adjacent islands:

*"British Possession."*

"British possession" means any territory, colony, or place, being part of Her Majesty's dominions, and not part of the United Kingdom, as defined by this Act:

*"The Secretary of State."*

"The Secretary of State" shall mean any one of Her Majesty's Principal Secretaries of State:

*"Governor."*

"The Governor" shall, as respects India, mean the Governor-General or the Governor of any Presidency; and where a British possession consists of several constituent colonies, mean the Governor-General of the whole possession or the Governor of any of the constituent colonies; and as respects any other British possession, it shall mean the officer for the time being administering the government of such possession; also any person acting for or in the capacity of a Governor shall be included under the term "Governor."

*"Court of Admiralty."*

"Court of Admiralty" shall mean the High Court of Admiralty of England or Ireland, the Court of Session of Scotland, or any Vice-Admiralty Court within Her Majesty's dominions:

*"Ship."*

"Ship" shall include any description of boat, vessel, floating battery, or floating craft; also any description of boat, vessel, or other craft or battery, made to move either on the surface of or under water, or sometimes on the surface of and sometimes under water:

*"Building."*

"Building," in relation to a ship, shall include the doing any act towards or incidental to the construction of a ship, and all words having relation to building shall be construed accordingly:

*"Equipping."*

"Equipping," in relation to a ship, shall include the furnishing a ship with any tackle, apparel, furniture, provisions, arms, munitions, or stores, or any other thing which is used in or about a ship for the purpose of fitting or adapting her for the sea or for naval service, and all words relating to equipping shall be construed accordingly:

*"Ship and equipment."*

"Ship and equipment" shall include a ship and everything in or belonging to a ship:

*"Master."*

"Master" shall include any person having the charge or command of a ship.

*Repeal of Acts, and Saving Clauses.*

*Repeal of Foreign Enlistment Act, 59 Geo. III. c. 69.*

31. From and after the commencement of this Act, an Act passed in the fifty-ninth year of the reign of His late Majesty King George the Third, chapter sixty-nine, intituled "An Act to prevent the enlisting or engagement of His Majesty's Subjects to serve in Foreign Service, and the fitting out or equipping, in His Majesty's Dominions, vessels for warlike purposes, without His Majesty's license," shall be repealed: Provided that such repeal shall not affect any penalty, forfeiture, or other punishment incurred or to be incurred in respect of any offence committed before this Act comes into operation, nor the institution of any investigation or legal proceeding, or any other remedy for enforcing any such penalty, forfeiture, or punishment as aforesaid.

*Saving as to commissioned foreign ships.*

32. Nothing in this Act contained shall subject to forfeiture any commissioned ship of any foreign State, or give to any British Court over or in respect

of any ship entitled to recognition as a commissioned ship of any foreign State any jurisdiction which it would not have had if this Act had not passed.

Penalties not to extend to persons entering into military service in Asia.

33. Nothing in this Act contained shall extend or be construed to extend to subject to any penalty any person who enters into the military service of any prince, state, or potentate in Asia, with such leave or license as is for the time being required by law in the case of subjects of Her Majesty entering into the military service of princes, states, or potentates in Asia.

Colonial Secretary's Office,  
Wellington, 12th January, 1872.

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

His Honor Mr. Justice JOHNSTON

to be Commissioner under "The London and Whitaker Claims Act, 1871."

W. GISBORNE.

Colonial Secretary's Office,  
Wellington, 13th January, 1872.

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

WALTER HENRY PEARSON, Esq.,

to be Registration and Returning Officer for the Electoral Districts of Invercargill and Mataura, for the Election of Members of the House of Representatives, *vice* Ernest Henry Inqpen.

W. GISBORNE.

Colonial Secretary's Office,  
Wellington, 16th January, 1872.

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

DANIEL POLLEN, Esq.,

Agent for the General Government, to be a person from whom Sharebrokers may obtain Licenses under "The Sharebrokers Act, 1871," at Auckland, in the Province of Auckland.

W. GISBORNE.

Colonial Secretary's Office,  
Wellington, 16th January, 1872.

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

JOHN ROBINSON, Esq.,

Receiver of Gold Revenue, to be a person from whom Sharebrokers may obtain Licenses under "The Sharebrokers Act, 1871," at the Thames, in the Province of Auckland.

W. GISBORNE.

Colonial Secretary's Office,  
(Judicial Branch.)  
Wellington, 11th January, 1872.

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

THOMAS HINCHLIFF, Esq.,

to be Clerk of the Resident Magistrate's Court at Greenstone, and

CHARLES JOHN HALLIDAY, Esq.,

to be Clerk of the Resident Magistrate's Court at Kanieri, in the County of Westland.

W. GISBORNE.

General Post Office,  
Wellington, 10th January, 1872.

**T**HE following Notice, received from the General Post Office, London, is published for general information.

By order.

G. ELLIOTT ELLIOTT,  
Secretary.

MONEY ORDER OFFICES.

ENGLAND.

1. On the 1st of November, Money Order Offices will be opened in London and its suburbs at—

	Postal District.
Fulham Road (No. 127), near Pelham	
Crescent	S.W.
Kilburn (Manor Terrace)	N.W.
Spitalfields Market	E.
Sun Street	E.C.

2. During the past month an Office was established at Newgate Street, E.C., and the Offices at Muswell Hill, N., and Portsdown Terrace, W., were abolished.

3. Money Order Offices will be opened in the country at:—

	Head Office.	County.
Allenhead	Carlisle	Northumberland
Brompton	York	York
Combe Martin	Ilfracombe	Devon
Darton	Barnsley	York
Emscote, R.O.	Warwick	Warwick
Habergham Eaves, R.O.	Burnley	Lancaster
Holderness Road, R.O.	Hull	York
Llanon	Aberystwith	Cardigan
Long Crendon	Thame	Oxford
Low Fell	Gateshead	Durham
Marchwood	Southampton	Hants
Pierce Bridge	Darlington	York
Silsoe	Amphill	Bedford
Stock's Hill, R.O.	Leeds	York

4. During the past month an Office was opened at Albert Road, Darlington, in lieu of one at Caledonian Road, Darlington, abolished.

5. The Offices in Birmingham, formerly known as Handsworth and Barker Street, are now called respectively "Wolverhampton Road," and "Handsworth District."

IRELAND.

6. Money Order Offices will be opened at—

	Head Office.	County.
Abbeysfeale	Limerick	Limerick
Donaghmore	Dungannon	Tyrone

General Post Office, 30th October, 1871.

General Post Office,  
Wellington, 12th January, 1872.

MONEY ORDER OFFICE.

**N**OTICE is hereby given, that information has been received to the effect that the Post Office at

CARDWELL,

in the Colony of Queensland, has been constituted a Money Order Office.

By order.

G. ELLIOTT ELLIOTT,  
Secretary.

Native Office,

Wellington, 13th January, 1872.

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

WILLIAM GEORGE SEALY, Esq., and

HENRY THORNTON ROWE, Esq.,

to survey lands under "The Native Lands Act, 1865."

W. GISBORNE.

Office of the Commissioner of Stamps,  
Wellington, 2nd January, 1872.

**H**IS Excellency the Governor has been pleased to accept the resignation by

FREDERICK NELSON GEORGE, Esq.,

of his appointment as Deputy Commissioner of Stamp Duties for the Province of Auckland.

W. GISBORNE.

Office of the Commissioner of Stamps,  
Wellington, 1st January, 1872.

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

THEOPHILUS KISSLING, Esq.,

to be Deputy Commissioner of Stamp Duties for the Province of Auckland.

This appointment takes effect on and from the 1st day of January, 1872.

W. GISBORNE.

Colonial Museum,  
Wellington, 16th January, 1872.

NEW ZEALAND INSTITUTE ACT, 1867.

**I**T is hereby notified, that the following gentlemen have been duly elected by the Affiliated Societies to be the three Members of the Board of Governors of the New Zealand Institute, under the provisions of clause 7 of the above Act, for the year 1872:—

His Honor Wm. ROLLESTON,  
His Honor Judge CHAPMAN,  
The Hon. W. B. D. MANTELL.

R. B. GORE  
(in the absence of the Manager).

**W**ILLIAM WILLIAMSON, late of 1st Waikato Regiment, deceased.

Under the provisions of "The Public Payments without Probate Act, 1869," and the Regulations made thereunder, published in the *New Zealand Gazette* of 1870, page 212, the Colonial Treasurer intends to make a payment of money due to the above-named deceased to a person not being his legal representative. All persons objecting to such payment being made must give notice to the Colonial Treasurer, at Wellington, within one calendar month from the date of the *Gazette* containing this notice, when their objections will be considered.

W. GISBORNE.

**B**ALDENE ALEXANDER HUNTER, late of the Corps of Guides or Scouts, deceased.

Under the provisions of "The Public Payments without Probate Act, 1869," and the Regulations made thereunder, published in the *New Zealand Gazette* of 1870, page 212, the Colonial Treasurer intends to make a payment of money due to the above-named deceased to a person not being his legal representative. All persons objecting to such payment being made must give notice to the Colonial Treasurer, at Wellington, within one calendar month from the date of the *Gazette* containing this notice, when their objections will be considered.

W. GISBORNE.

**N**OTIFICATION of Resignation of Seat in the House of Representatives for the Electoral District of Waikato.

In compliance with the provisions of the thirteenth section of "The Regulation of Elections Act, 1870," I hereby notify that JAMES MCPHERSON, Esq., resigned his seat in the House of Representatives for the Electoral District of Waikato, on the 20th

day of December, 1871, and that the said seat is vacant by reason of such resignation.

Dated at Shag Valley, Otago, the 5th day of January, 1872.

F. DILLON BELL,  
Speaker.

SUPREME COURT OF NEW ZEALAND,  
WELLINGTON DISTRICT.

SITTINGS IN BANCO.

**N**OTICE is hereby given, that the Supreme Court will sit in Banco at the Supreme Court House, Lambton Quay, Wellington, on the following days in the year 1872, at 11 a.m.:—

On the 15th day of January;  
" 11th " March;  
" 15th " April;  
" 10th " May;  
" 15th " July;  
" 2nd " September;  
" 21st " October;  
" 3rd " December.

ALEX. S. ALLAN,  
Registrar.

SUPREME COURT OF NEW ZEALAND,  
WELLINGTON DISTRICT.

MINOR JURY SITTINGS.

**N**OTICE is hereby given, that the Minor Jury Sittings of the Court will be held at the Supreme Court House, Lambton Quay, Wellington, on the following days in the year 1872, at 10 a.m.:—

On the 23rd day of January;  
" 19th " March;  
" 4th " June;  
" 3rd " September.

ALEX. S. ALLAN,  
Registrar.

SUPREME COURT OF NEW ZEALAND,  
WELLINGTON DISTRICT.

SITTINGS IN BANKRUPTCY.

**N**OTICE is hereby given, that Sittings of the Supreme Court for the Wellington District of New Zealand for the despatch of business accruing under "The Bankruptcy Act, 1867," "The Bankruptcy Act Amendment Act, 1868," and "The Bankruptcy Act Amendment Act, 1870," will be held at the Supreme Court House, Lambton Quay, Wellington, on the following days in the year 1872, at 11 o'clock in the forenoon:—

On the 23rd day of January;  
" 18th " March;  
" 16th " April;  
" 3rd " June;  
" 5th " August;  
" 22nd " October;  
" 2nd " December;

ALEX. S. ALLAN,  
Registrar.

SUPREME COURT OF NEW ZEALAND,  
WELLINGTON DISTRICT.

SITTINGS UNDER "THE DIVORCE AND MATRIMONIAL CAUSES ACT, 1867."

**N**OTICE is hereby given, that Sittings of the Supreme Court for the Wellington District of New Zealand, for despatch of business accruing under "The Divorce and Matrimonial Causes Act, 1867," will be holden at the Supreme Court House,

Lambton Quay, Wellington, on the following days in the year 1872, at 10.30 o'clock in the forenoon:—

On the 23rd day of January;  
 " 16th " April;  
 " 5th " August;  
 " 2nd " December.

ALEX. S. ALLAN,  
 Registrar.

VICE-ADMIRALTY COURT OF NEW ZEALAND,  
 WELLINGTON.

NOTICE is hereby given, that the Vice-Admiralty Court will sit at the Supreme Court House, Lambton Quay, Wellington, on the following days in the year 1872, at 10 a.m.:—

On the 23rd day of January;  
 " 16th " April;  
 " 5th " August;  
 " 2nd " December.

ALEX. S. ALLAN,  
 Deputy Registrar.

Colonial Architect's Office,  
 Wellington, 13th January, 1872.

TENDERS are invited for Repairs to the Upper Mount Cook Barracks.

General conditions and specifications may be seen at the Offices of the Colonial Architect, Wellington. Tenders will be received by the undersigned up to Noon on Monday, the 22nd day of January.

The lowest or any tender not necessarily accepted.

W. H. CLAYTON,  
 Colonial Architect.

LAND TRANSFER ACT NOTICES.

NOTICE is hereby given, that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1870," unless caveat in the meantime be lodged forbidding the same.

TOWN OF WELLINGTON.

10 perches, being part of Section No. "483" of said Town. Bounded—towards the North-east by Lambton Quay, 21 links; towards the South-east and South-west by other parts of same section, 125 links and 88 links respectively; and towards the North by Section No. 484, 125 links and 35 links.

WILLIAM HENRY JOHNSON, of Wellington, Tinsmith, Applicant.

TOWN OF WELLINGTON.

2 roods, being the Northern half of Section No. "47" of said Town, having a frontage to Willis Street of 250 links, and a depth along Wordsworth Street of 200 links.

WILLIAM GIBSON, of Wellington, Ironmonger, Applicant.

TARATAHI PLAIN BLOCK.

194 acres, being the Sections Nos. "149" and "150" in the said Block.

WALTER FRANCIS, of Taratahi Plain, Farmer, Applicant.

Caveats may be lodged in respect of the above-described properties on or before the 17th day of February, 1872.

Diagrams may be inspected at this office.

Dated this 16th day of January, 1872, at the Lands Registry Office, Wellington.

JOHN E. SMITH,  
 District Land Registrar.

LAND TRANSFER ACT NOTICES.

NOTICE is hereby given, that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1870," unless caveat in the meantime be lodged forbidding the same.

JOSEPH COCKROFT.—1 rood, Lot 155, Rhodes Town, Timaru, part Rural Section 8. (John King, Broker.)

JOHN SHIELDS.—1 rood, Lot 213, Rhodes Town, Timaru, part Rural Section 8. (John King, Broker.)

WILLIAM MONTAGUE SIMS.—1 rood, Lot 96, Rhodes Town, Timaru, part Rural Section 8. (John King, Broker.)

JOSEPH JOHN DAILY.—1 rood, Lot 230, Rhodes Town, Timaru, part Rural Section 8. (John King, Broker.)

WILLIAM DERISLEY WOOD and HENRY THAYER WOOD.—80 acres, Rural Section 2,843, Ashley District.

JOSEPH PROCTOR and ROBERT PROCTOR.—1 rood, Lot 395, Rhodes Town, Timaru, part Rural Section 8. (G. H. Wildie, Broker.)

THOMAS BRUCE.—2 roods, Sections 519, 521, Christchurch City. (Garrick and Cowlshaw, Solicitors.)

WILLIAM JOHN LEMMON and SAMUEL LEMMON.—150 acres, Rural Sections 6,400 and 7,385, Ellesmere District.

THOMAS LEMMON.—60 acres, Rural Section 7,174, Ellesmere District.

WILLIAM PETERSON DAVIE.—32 perches, part Section 291, Christchurch City, fronting Chester Street one chain, and back South in a rectangular block 198 links. (C. Clark, Broker.)

FREDERICK WHITAKER and THOMAS RUSSELL.—37 perches, part Rural Section 79 Christchurch District, a rectangular block fronting east boundary of section 83 links and one third of a link, and back West 279 links and half a link, the south-east corner being distant 550 links from south-east corner of section. (R. Wilkin, Broker.)

WILLIAM CHARLSWORTH.—50 acres, being eastern moiety of Rural Section 27, Christchurch District. (Hanmer and Harper, Solicitors.)

HUGH PERCY MURRAY AYNLEY, Attorney for WILLIAM JOHN MELLISH.—3 acres 3 roods 30 perches, Lot 156, Christchurch Town Reserves. (Hanmer and Harper, Solicitors.)

GEORGE GOULD.—1 acre, part Rural Section 14, Christchurch District, commencing at a point on north-west boundary of section 618 links from north-west corner; thence South-easterly, at a right angle, 274 links; thence South-westerly, at a right angle, 618 links; thence North-westerly, at a right angle, to boundary of section, and along boundaries of section to commencing point.

Also, 2 roods, part Rural Section 32 Christchurch District, a rectangular block bounded North-east by Ferry Road 2 chains; North-west by Catherine Street; and South-east by south-eastern boundary of section, 250 links.

Also, 3 roods 32 perches, part Rural Section 32, Christchurch District, bounded North-east by line parallel to north-eastern boundary of section, 2 chains; South-east by south-east boundary of section; South-west by reserve for road along River Heathcote; and North-west by line parallel to south-eastern boundary; the eastern corner of said block being 425 links from eastern corner of section. (C. Clark, Broker.)

ARTHUR APPLEBY.—1 rood 23 perches, part Lot 65, Christchurch Town Reserves, a rectangular block fronting St. Asaph Street 1 chain, and back South 4 chains. (C. Clark, Broker.)

**PETER ALEXANDER HALKETT.**—2 acres 31 perches, parts of Rural Section 79, Christchurch District, one part commencing at a point on a road reserved through said sections from Colombo Street South 238 feet from the junction of said road with Colombo Street, said junction being 26 chains from Town Belt; thence West, along said road, 140 feet; thence South, at a right angle, 165 feet; thence West, at a right angle, 40 feet; thence South, at a right angle, 165 feet; thence East, along another road leading from Colombo Street, 220 feet; thence North, at a right angle, 165 feet; thence West, at a right angle, 40 feet, and thence North to the commencing point. The other part commences at a point on the road first above mentioned 418 feet from its junction with Colombo Street; thence West, along said street, 189 feet; thence South, at a right angle, 165 feet; thence East, at a right angle, 29 feet; thence South, at a right angle, 165 feet; thence East, at a right angle, 60 feet; thence North, at a right angle, 165 feet; thence East, at a right angle, 100 feet; and thence North to commencing point. (F. Thompson, Broker.)

**Hon. WILLIAM GISBORNE.**—68 acres 3 roods 5 perches, part Rural Section 7,172, Ellesmere District. Bounded—South-east by south-eastern boundary of section; North-east by north-eastern boundary, 1705 links; South-west by south-western boundary, 1734 links; and North-west by line joining north and west corners of section. (R. J. S. Harman, Broker.)

Caveat in each case may be lodged within one calendar month after the date of publication of this notice.

Diagrams may be inspected at this office.

Dated this 5th day of January, 1872, at the Lands Registry Office, Christchurch.

JOSHUA STRANGE WILLIAMS,  
District Land Registrar.

69

**I**N the matter of "The Poverty and Charleston Gold Mining Company, Registered."

	£	s.	d.
Assets—Moneys collected to date ... ..	641	13	10
Liabilities—Per Schedule (including dependency) ... ..	52	7	2

Balance remaining after the Creditors shall have been paid in full their just demands, including all expenses ... 589 6 8

*Mode of Distribution.*

Two shillings and ten pence per share amongst the shareholders of the above Company, in proportion to their respective shares therein, viz., 2s. 10d. on 4,160 shares ... .. 589 6 8

In consideration of the foregoing, I hereby declare the above-named "Poverty and Charleston Gold Mining Company" fully wound up and extinct.

ROBT. SOMMEVILLE,  
Official Agent appointed by the Court.

3rd January, 1872. 63

**S**TATEMENT of the Affairs of "The Extended Water Race and Sluicing Company, Registered," for the half-year ended 31st December, 1871, in accordance with section 13 of "The Mining Companies Limited Liability Act Amendment Act, 1869."

Name of Company: "Extended Water Race and Sluicing Company, Registered."

When formed, and date of registration: 23rd August, 1867.

Where business is conducted, and name of Legal Manager: Naseby, Otago; Edward Carling.

Nominal capital: £5,400.

Amount of paid-up scrip given to shareholders: £5,400.

Number of shares in which capital is divided: 270.

Number of shares taken: 270.

Total amount of subscribed capital paid up: £5,400.

Number of shareholders at time of registration of Company: 9.

Whether in operation or not: In operation.

Total amount of dividends declared: £688.

3rd January, 1872. EDWARD CARLING,  
72 Manager.

**S**TATEMENT of the Affairs of "The Undaunted Water Race and Mining Company, Registered," for the half-year ending 31st December, 1871, in accordance with section 13 of "The Mining Companies Limited Liability Act Amendment Act, 1869."

Name of Company: "The Undaunted Water Race and Mining Company, Registered."

When formed, and date of registration: 4th May, 1867.

Where business is conducted, and name of Legal Manager: Naseby; Walter Inder.

Nominal capital: £6,000.

Amount of paid-up scrip given to shareholders: All.

Number of shares in which capital is divided: 300.

Amount of calls made: None.

Total amount of subscribed capital paid up: Not recorded.

Number of shareholders at time of registration of Company: 10.

Amount of cash in hand: £5 1s. 10d.

Whether in operation or not: In operation.

Total amount of dividends declared: £240.

Number of shares unallotted: Nil.

1st January, 1872. WALTER INDER,  
70 Manager.

**S**TATEMENT of the Affairs of "The Tokatea Gold Mining Company, Registered," for the half-year ended 30th December, 1871, in accordance with section 13 of "The Mining Companies Limited Liability Act Amendment Act, 1869."

Name of Company: "The Tokatea Gold Mining Company, Registered."

When formed, and date of registration: 30th September, 1869.

Where business is conducted, and name of Legal Manager: Coromandel; William Horne.

Nominal capital: £100,000.

Amount of paid-up scrip given to shareholders: £80,000.

Number of shares in which capital is divided: 20,000.

Number of shares taken: 20,000.

Amount of calls made: Nil.

Total amount of subscribed capital paid up: £80,000.

Number of shareholders at time of registration of Company: 15.

Amount of cash in hand: £11,000.

Whether in operation or not: In operation.

Total amount of dividends declared: £29,625.

Number of shares unallotted: Nil.

9th December, 1871. WILLIAM HORNE,  
939 Manager.

**S**TATEMENT of the Affairs of "The Waverley Gold Mining Company, Registered," for the half-year ended 30th December, 1871, in accordance with section 13 of "The Mining Companies' Limited Liability Act Amendment Act, 1869."

Name of Company: "The Waverley Gold Mining Company, Registered."

When formed, and date of registration: 6th November, 1871;

23rd November, 1871.

Where business is conducted, and name of Legal Manager: Coromandel; William Horne.

Nominal capital: £7,000.

Amount of paid-up scrip given to shareholders: £5,250.

Number of shares in which capital is divided: 7,000.

Number of shares taken:

Amount of calls made: Nil.

Total amount of subscribed capital paid up: £5,250.

Number of shareholders at time of registration of Company: 16.

Amount of cash in hand: £107 Os. 4d.

Whether in operation or not: In operation.

Total amount of dividends declared: Nil.

Number of shares unallotted: Nil.

11th December, 1871. WILLIAM HORNE,  
940 Manager.