



SUPPLEMENT  
TO THE  
**NEW ZEALAND GAZETTE.**

Published by Authority.

WELLINGTON, FRIDAY, FEBRUARY 20, 1873.

*Making and confirming By-laws, Rules, and Regulations on the Line of Railway from the City of Auckland to Onehunga, in the Province of Auckland.*

JAMES FERGUSSON, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this nineteenth day of February, 1874.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS a line of railway has, under the provisions of "The Immigration and Public Works Act, 1870," and other Acts, been constructed by the Governor in the Province of Auckland, from the City of Auckland to Onehunga, and which railway is called the Auckland and Onehunga Branch Railway, Auckland: And whereas under the provisions of the said hereinbefore mentioned Acts, the Governor in Council is empowered to make Regulations and By-laws for the following purposes, that is to say,—

For regulating the mode by which, and the speed at which, carriages using the said railway are to be moved or propelled.

For regulating the times of the arrival and departure of any such carriages.

For regulating the loading or unloading of such carriages, and the weights which they are respectively to carry.

For regulating the receipt and delivery of goods and other things which are to be conveyed upon such carriages.

For preventing the smoking of tobacco and the commission of any other nuisance in or upon such carriages, or in any of the stations or premises occupied by the Superintendent in connection with the said railway.

And generally for regulating the travelling upon or using and working of the said railway.

And whereas it is expedient that such Regulations and By-laws should be made in respect of the said line of railway:

Now therefore, His Excellency the Governor of New Zealand, with the advice and consent of the Executive Council thereof, and in exercise and pursuance of all powers and authorities enabling him in this behalf, doth hereby make the By-laws, Rules, and Regulations hereto annexed as the By-laws, Rules, and Regulations to be in force with regard to the said line of railway from Auckland to Onehunga for the purposes aforesaid.

BY-LAWS, RULES, AND REGULATIONS for regulating the travelling upon and using of the Railway between the City of Auckland and Onehunga, in the said Province.

*Passenger Traffic.*

1. In the interpretation of these Regulations, the term "General Manager" shall mean the person who shall be General Manager of the railway, in accordance with the provisions of "The Railways Regulation and Inspection Act, 1873."

2. No person will be admitted to the booking office at any station whilst the door is closed for making up and despatching any train; and no passenger will be allowed to take his or her seat in or upon any carriage used on the railway, or to travel therein upon the railway, without first having paid his or her fare, and obtained a ticket.

3. Tickets will be issued conditionally—that is to say, in case there shall be room in the train for all the passengers to whom tickets shall have been issued. If there shall not be room for all such passengers, the holders of periodical tickets shall have priority over holders of return and single tickets, and the fare will be returned, on application to the Station Master, to the holders of such return and single tickets as shall be unable to obtain seats.

4. If any person travel or attempt to travel in any carriage on the railway without having previously paid his fare, and with intent to evade payment thereof; or if any person, having paid his fare for a certain distance, knowingly and wilfully proceed in any such carriage beyond such distance without previously paying the additional fare for the additional

distance, and with intent to evade payment thereof; or if any person knowingly and wilfully refuse or neglect, on arriving at the point to which he has paid his fare, to quit such carriage, every such person shall for every such offence be liable to a penalty not exceeding forty shillings.

5. If any person be discovered either in or after committing or attempting to commit such offence as in the preceding clause mentioned, all officers and servants and other persons on behalf of the General Manager, and all constables, gaolers, and peace officers, may lawfully apprehend and detain such person until he can be conveniently taken before some Justice, or until he be otherwise discharged by due course of law.

6. No return or periodical ticket will be available for special trains.

7. Every passenger, on arriving at the station for which he or she may have taken a ticket, or to or from which he or she may hold a periodical ticket, shall quit the station and premises of the railway; and no person shall be allowed to loiter about the stations, wharf, or premises, or any part thereof; and if any passenger or other person shall refuse to quit the station, wharf, or premises aforesaid, on being requested so to do by any Station Master or any servant attached to the railway or wharf, such passenger or person may be expelled by such Station Master or other servant as aforesaid from the railway premises.

8. No gunpowder or other explosive or dangerous material shall be carried by any passenger train.

9. Each passenger, on paying his fare, will be furnished with a ticket, which he is to show whenever required by any Station Master or authorized Porter, or by the Guard in charge of the train; and if it be a return ticket, he must allow it to be marked when required; and every ticket (whether single, return, or periodical) must be delivered up on the demand of any porter or servant authorized to collect tickets. Single tickets not used on the day of issue, or a return ticket not used within the prescribed time, shall be deemed to be cancelled. Any person offending against the provisions of this regulation shall be liable to a penalty not exceeding five pounds.

10. Tickets are not transferable, and any person using or attempting to use a transferred ticket, or a ticket the time for the proper use of which has expired, shall be liable to a penalty not exceeding five pounds.

11. Any person knowingly, and with intent to defraud, travelling upon the railway in a carriage of a superior class to that for which he is provided with a ticket, or altering a return or other ticket, shall be liable to a penalty not exceeding ten pounds.

12. Tickets, whether single or return, shall be used by passengers only to convey them to the station named thereon, or to a station short of that destination. In no case, however, shall any "cheap excursion" ticket be used for any other station than that for which such ticket is issued. Any person using or attempting to use a ticket in violation of the provisions of this section, shall be liable to a penalty not exceeding two pounds.

13. No person will be allowed to break his journey by stopping at any intermediate station, and thereafter proceeding by a subsequent train with the same ticket, under a penalty not exceeding two pounds.

14. Any person, not duly authorized by the General Manager, who shall sell or offer for sale any free pass ticket or portion of a return ticket, shall be liable to a penalty not exceeding two pounds.

15. No male passenger shall be allowed to enter any waiting-room or carriage set apart for the accommodation of females; and any person remaining in any such room or carriage after being warned to

leave the same, shall be liable to a penalty not exceeding two pounds.

16. Any person, not being a railway servant, who shall open any carriage for the purpose of entering the same after the tickets have been examined and the carriage doors locked by the person appointed for that purpose, or who shall let himself out of any carriage, or attempt to do so, at any station or at any time during the journey, by the use of a private key or other instrument, shall be liable to a penalty not exceeding two pounds.

17. No person shall, without the consent of the General Manager or other authorized officer, travel outside a carriage on any railway under any circumstances, or get into or upon or quit any railway carriage when the train is in motion; and any person doing so, or attempting to do so, shall be liable to a penalty not exceeding two pounds.

18. Smoking is strictly prohibited in any of the railway sheds, offices, or waiting-rooms; and any person found so smoking shall be liable to a penalty not exceeding two pounds.

19. Smoking is strictly prohibited in any railway carriage except those set apart for the purpose; and any person found smoking in a carriage not set apart for the purpose, shall forfeit a penalty not exceeding two pounds, and may be removed from the carriage by any railway servant.

20. Dogs will be conveyed and charged for according to printed conditions, but will not on any account be allowed to accompany passengers in the carriages. Any person persisting in taking a dog into a passenger carriage shall be liable to a penalty not exceeding two pounds.

21. No gratuity shall be, under any circumstances, allowed to be received by a railway servant on pain of dismissal. Any person giving or offering a gratuity to any such servant shall be liable to a penalty not exceeding two pounds.

22. Any person making use of insulting or abusive language to any railway officer or servant while in the execution of his duty, or making use of indecent or blasphemous language in any carriage or upon any railway platform or premises, shall be liable to a penalty not exceeding five pounds.

23. Any person in or upon any railway carriage or station, being in a state of intoxication, or committing any nuisance, or gambling, or wilfully interfering with the comfort of any passenger, shall be liable to a penalty not exceeding five pounds, and to removal from such carriage or station as soon as shall be practicable.

24. Any person driving or attempting to drive sheep, horses, cattle, or other animals across the railway, either at an authorized crossing-place or elsewhere, when an approaching train is in sight, shall be liable to a penalty not exceeding ten pounds.

25. No driver or conductor of any cab, hackney carriage, omnibus, express, or other public vehicle, shall ply for hire within the railway premises without a license in writing from the Superintendent or other authorized officer; and any person offending contrary to this section shall be liable to a penalty not exceeding five pounds.

26. No person will be allowed to come upon any railway platform for the purpose of removing any passenger or luggage, unless required by a passenger and engaged by him for such purpose; and no person will be allowed to come upon any railway premises for the purpose of soliciting custom or hire. Any person attempting to evade or being guilty of a breach of this section, or not quitting the premises when required by a Station Master or other railway servant, shall be liable to a penalty not exceeding two pounds.

27. Any person, unless authorized by the Superin-

tendent, who shall post or stick any placard or bill within or on any of the property or premises, shall be subject to a penalty not exceeding two pounds.

28. Any person who shall wilfully injure, wholly or in part, any of the linings or blinds, or break or deface any of the windows, or remove or injure any number-plate or advertisement, or remove or extinguish any of the lamps, or otherwise damage any railway carriage, shall be liable to a penalty not exceeding five pounds, in addition to the payment of the amount of damage done.

29. No article shall be sold on any railway premises without the consent of the General Manager, and every person offending against the provisions of this section shall forfeit a sum not exceeding five pounds.

30. All persons employed on or about the railway or wharf are strictly prohibited from using the refreshment-room; and every such person partaking of intoxicating liquor at such refreshment-room will be liable to instant dismissal.

31. Any person attending upon the refreshment-room who shall supply an employé on or about the railway or wharf with intoxicating liquor, shall be liable to a penalty not exceeding two pounds, and shall be dismissed from his employment.

*Merchandise.*

32. The railway will not be accountable for any articles unless the same be signed for as received by their clerks or agents; nor will they be responsible for the loss of or damage to money in cash, or bills, or promissory notes, or securities for money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver plate, clocks, watches, mirrors, marbles, lace, furs, silks, writings, title deeds, prints, paintings, maps, or other valuables; nor for damage done to china, glass, musical instruments, furniture, toys, castings, or any other such hazardous or brittle articles, unless they shall have been declared as such, and a special agreement entered into for the same; nor for any loss or damage to any goods in their hands as carriers, or in their warehouse, or on their landing-places, arising from fire (except from their own engine or apparatus), the act of God, civil commotion, or foreign enemies; nor for the loss of or damage done to goods put into boxes or packages described as empties, nor for damage of any goods or packages insufficiently or improperly packed, or containing a variety of articles liable by breaking to damage each other or other articles; nor for leakage, nor for any loss or damage whatsoever by reason of accidental or unavoidable delays in transit or otherwise.

33. No claim for loss or damage will be allowed unless specified in writing and made within two days after delivery in case of partial loss or damage, or within seven days after the due time of delivery in case of total loss.

34. The railway will refuse to receive for carriage any goods which in the judgment of their agents may be of a dangerous nature; and senders of any dangerous articles will be held accountable for any damage arising therefrom, unless the contents shall have been declared at the time of delivery.

35. Fruit, fish, meat, poultry, and any other perishable articles not taken away within six hours after arrival at the station to which they are consigned, may be forthwith sold, by auction or otherwise, without notice to the sender or consignee; and payment or tender of the net proceeds of any such sale, after deduction of freight and expenses, shall be accepted as equivalent to delivery.

36. All empties not taken away within one month after arrival will be sold to defray expenses.

37. All goods are received and will be held by the railway subject to a general lien for money due, not

only for the carriage of such goods, and for wharfage and warehouse rent, but also for any general balance that may be due for the owner. And in case any goods should not be claimed within three calendar months after their arrival at the station to which they are consigned, they will be sold by auction or otherwise, and the proceeds applied towards satisfaction of such general lien and expenses.

38. All goods and merchandise, whether bonded or free, and all luggage, having arrived at its destination, shall be removed by the consignees from the platform and sheds within twelve working hours; and any free goods, merchandise, or luggage not removed by that time, may be stored at the risk and expense of the consignees or owners, and will become subject to such charges as may from time to time be fixed by the railway; and any bonded goods or merchandise which shall not be removed within the period aforesaid shall be subject to the payment of the sum of two shillings per ton per day until the removal of the same from the railway premises.

39. Any goods, merchandise, or luggage arriving at any station, which shall not be removed from the railway premises within twelve working hours, may be forwarded to Auckland or Onehunga at the expense of the consignee or owner, and there stored at his risk and expense.

40. All tolls and charges and warehousing charges must be paid immediately to the person duly authorized to receive the same.

41. The above conditions, numbered from 32 to 40, both inclusive, apply to all parcels and goods received by the railway at their respective offices and warehouses, wherever situate.

FORSTER GORING,  
Clerk of the Executive Council.

*Clerk in Audit Office appointed.*

Colonial Secretary's Office,  
Wellington, 17th February, 1874.

HIS Excellency the Governor has been pleased to appoint

JOHN FREDERICK CHURTON

to be a Clerk in the Audit Department.

WILLIAM H. REYNOLDS,

(in absence of the Colonial Secretary).

I, the undersigned, hereby make application to register "The Central Quartz Mining Company" as a Limited Company, under the provisions of "The Mining Companies Act, 1872."

1. The name of the Company is to be "The Central Quartz Mining Company, Limited."

2. The place of operations is at the Alpine Range, Lyell, Province of Nelson.

3. The registered office of the Company will be situated at Lyell, Province of Nelson.

4. The nominal capital of the Company is ten thousand pounds (£10,000), in ten thousand (10,000) shares of one pound (£1) each.

5. The number of shares subscribed for is ten thousand (10,000), being not less than two-thirds of the entire number of shares in the Company.

6. The number of paid-up shares is nil.

7. The amount already paid up is five thousand pounds (£5,000), being the estimated value of the claim and the work done thereon.

8. The name of the Manager is David Leslie.

9. The names and addresses and occupations of the shareholders, and the number of shares held by each at this date, are as follow:—

	No. of Shares.
Theophilus Mabile, Lyell, Civil Engineer	1,000
John Paul, Upper Buller, Miner	500
Conrad Sandbrook Saxton, Nelson, Gentleman	1,000
Daniel McGurley, Reefton, Cattle Dealer	1,500
William Walsh, Upper Buller, Miner	1,000
John Brennan, Lyell, Miner	500
Alphonso Jecklin, Lyell, Miner	500

George Lewis, Lyell, Storekeeper	...	...	...	500
Charles Mahoney, Lyell, Miner	...	...	...	1,000
Alfred Smith, Lyell, Butcher	...	...	...	500
John Burrows, Upper Buller, Storeman	...	...	...	500
Norman McPherson, Matakitaki, Storeman	...	...	...	500
Livingston Johnston, Lyell, Miner	...	...	...	250
David Leslie, Lyell, Mining Agent	...	...	...	250
James Kennedy Sloane, Lyell, Hotel Keeper	...	...	...	500

Dated this 24th day of January, 1874.

DAVID LESLIE,  
Manager.

Witness to signature—Charles Broad, J.P.

I, DAVID LESLIE, do solemnly and sincerely declare that—

1. I am the Manager of the said intended Company.
2. The above statement is, to the best of my belief and knowledge, true in every particular; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1866."

DAVID LESLIE.

Taken before me at Reefton, this 24th day of January, 1874—Charles Broad, J.P. 125

I, the undersigned, hereby make application to register "The Marina Quartz Mining Company" as a Limited Company, under the provisions of "The Mining Companies Act, 1872."

1. The name of the Company is to be "The Marina Quartz Mining Company, Limited."
2. The place of operations is at the Alpine Range, Lyell, Province of Nelson.
3. The registered office of the Company will be situated at Lyell, Province of Nelson.
4. The nominal capital of the Company is twenty-eight thousand pounds (£28,000), in twenty-eight thousand (28,000) shares of one pound (£1) each.
5. The number of shares subscribed for is twenty-eight thousand (28,000), being not less than two-thirds of the entire number of shares in the Company.
6. The number of paid-up shares is nil.
7. The amount already paid up is fourteen thousand pounds (£14,000), being the estimated value of the claim and the work done thereon.
8. The name of the Manager is David Leslie.
9. The names and addresses and occupations of the shareholders, and the number of shares held by each at this date, are as follow:—

Elijah Green, Lyell, Miner	...	...	...	4,000
Ephraim Green, Lyell, Miner	...	...	...	4,000
Godfrey Hoffer, Lyell, Miner	...	...	...	2,000
Archibald Rendall, Lyell, Miner	...	...	...	2,000
John Paul, Lyell, Miner	...	...	...	2,000
James Woods, Lyell, Miner	...	...	...	2,000
Jacob Nicholls, Lyell, Miner	...	...	...	2,000
John Stayhan, Lyell, Miner	...	...	...	2,000
William Walsh, Lyell, Miner	...	...	...	2,000
William Wilson, Charleston, Miner	...	...	...	2,000
Robert Buchanan, Upper Buller, Miner	...	...	...	2,000
Alphonso Jecklin, Lyell, Miner	...	...	...	1,000
Conrad Sandbrook Saxton, Nelson, Gentleman	...	...	...	1,000

Dated this 2nd day of February, 1874.

DAVID LESLIE,  
Manager.

Witness to signature—Charles Broad, J.P.

I, DAVID LESLIE, do solemnly and sincerely declare that—

1. I am the Manager of the said intended Company.
2. The above statement is, to the best of my belief and knowledge, true in every particular; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1866."

DAVID LESLIE.

Taken before me at this 2nd day of February, 1874—Charles Broad, J.P. 126

I, the undersigned, hereby make application to register "The Tambaroora Quartz Mining Company" as a Limited Company, under the provisions of "The Mining Companies Act, 1872."

1. The name of the Company is to be "The Tambaroora Quartz Mining Company, Limited."
2. The place of operations is at the Alpine Range, Lyell, Province of Nelson.
3. The Registered Office of the Company will be situated at Lyell, Province of Nelson.
4. The nominal capital of the Company is sixteen thousand pounds (£16,000), in sixteen thousand (16,000) shares of one pound (£1) each.
5. The number of shares subscribed for is sixteen thousand (16,000), being not less than two-thirds of the entire number of shares in the Company.
6. The number of paid-up shares is nil.
7. The amount already paid up is eight thousand pounds (£8,000), being the estimated value of the claim and the work done thereon.
8. The name of the Manager is David Leslie.
9. The names and addresses and occupations of the shareholders, and the number of shares held by each at this date, are as follow:—

William Burns, Lyell, Miner	...	...	...	No. of Shares. 1,500
Anthony Horn, Westport, Tobacconist	...	...	...	500
Theophilus Mabile, Lyell, Civil Engineer	...	...	...	2,000
David Leslie, Lyell, Mining Agent	...	...	...	2,500
James Gardner, Lyell, Miner	...	...	...	500
William George White, Lyell, Clerk	...	...	...	500
Charles Andrews, Westport, Settler	...	...	...	500
William Wilson, Charleston, Miner	...	...	...	1,000
Thomas Glennie, Lyell, Miner	...	...	...	500
James Bickerton Fisher, Westport, Solicitor	...	...	...	500
Conrad Sandbrook Saxton, Nelson, Gentleman	...	...	...	6,000

Dated this 2nd day of February, 1874.

DAVID LESLIE,  
Manager.

Witness to signature—Charles Broad, J.P.

I, DAVID LESLIE, do solemnly and sincerely declare that—

1. I am the Manager of the said intended Company.
2. The above statement is, to the best of my belief and knowledge, true in every particular; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1866."

DAVID LESLIE.

Taken before me at Lyell, this 2nd day of February, 1874—Charles Broad, J.P. 127

STATEMENT of the Affairs of "The William Tell Quartz Mining Company, Registered," for the half-year ended December, 1873, in accordance with section 135 of "The Mining Companies Act, 1872."

- Name of Company: "The William Tell Quartz Mining Company, Registered."  
 When formed, and date of registration: 26th August, 1872.  
 Where business is conducted, and name of Legal Manager: Lyell, Province of Nelson; James Graham Niven.  
 Nominal capital: £20,000.  
 Amount of paid-up scrip given to shareholders: 4s. per scrip, equal to £4,000.  
 Number of shares in which capital is divided: 20,000.  
 Number of shares taken: 20,000.  
 Amount of calls made: £166. 13s. 4d., during half year.  
 Total amount of subscribed capital paid up: £4,500.  
 Number of shareholders at time of registration of Company: 26.  
 Amount of cash in hand: £20 13s. 11½d.  
 Whether in operation or not: Work at present suspended, but will be resumed immediately.  
 Total amount of dividends declared: Nil.  
 Number of shares unallotted: Nil.

J. GRAHAM NIVEN,  
Manager.

31st January, 1874.

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