



THE

NEW ZEALAND GAZETTE.

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Making and confirming By-Laws, Rules, and Regulations on the Timaru to Temuka Railway.

(L.S.) NORMANBY, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this
twenty-fifth day of November, 1875.

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 Canterbury, from Timaru to Temuka: And whereas an agreement has been made between the Governor and the Superintendent of Canterbury whereby the Governor has granted the right to work and maintain the said line of railway to the Superintendent of the said province: And whereas the Superintendent of the said province has under the Public Seal of the said province, and in exercise and pursuance of all powers and authorities enabling him in that behalf, made the by-laws, orders, rules, and regulations hereto annexed 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:

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, and doth approve of, allow, and confirm, 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 Timaru to Temuka, being part of the line of railway from Kowai to Waitaki for the purposes aforesaid.

FORSTER GORING,
Clerk of the Executive Council.

BY-LAWS, RULES, AND REGULATIONS FOR REGULATING THE TRAVELLING UPON AND USING OF THE RAILWAY IN THE SAID PROVINCE.

Passenger Traffic.

1. 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.

2. 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.

3. If any person travel or attempt to travel in any carriage on the railway without having previously paid his fare, and with intent to avoid 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 avoid 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.

4. 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 Superintendent, 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.

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

6. 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, wharves, 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.

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

8. Each passenger, on paying his fare, or the price of a periodical ticket, 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 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.

9. 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.

10. 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.

11. 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 provision of this section shall be liable to a penalty not exceeding two pounds.

12. Any person, not duly authorized by the Superintendent, 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.

13. 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.

14. 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.

15. No person shall, without the consent of the Superintendent 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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, and to removal from such carriage or station as soon as shall be practicable.

21. 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.

22. 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.

23. The driver or conductor of any hackney carriage, omnibus, or other public vehicle, shall not ply for hire within the railway stations or premises without a license in writing from the Superintendent or other authorized officer, and must be subject to and obey every order or direction that may be given him by the Station Master or person in charge while on the said premises; and every such driver or other person refusing or neglecting to obey such directions or orders is hereby subjected to a penalty not exceeding five pounds.

24. 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 that 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.

25. Any person, unless authorized by the Superintendent, 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.

26. 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.

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

28. The Railway Department does not undertake to forward horses and carriages by any particular train, or to transfer them on the journey by the connecting train, where break of gauge occurs. The owners of horses must provide means for securing them in the horse-boxes. The Railway Department will not be accountable for injuries sustained through their breaking loose, or otherwise, nor will it undertake to carry unbroken or vicious horses.

Merchandise.

29. 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 done 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, marble, 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 with the Station Master, or other responsible person in charge, for the same; nor for any loss or damage done to any goods in their hands as carriers, or in their warehouses, or on their landing-places, arising from fire, 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 done to 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; nor for any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned; nor will they bind themselves to forward goods from any station by the first succeeding train after being delivered to the railway.

30. The railway will give a receipt for all goods landed from steamers, ships, or lighters, but notice must be given to the railway by consignors of all valuable, brittle, and hazardous goods.

31. 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.

32. 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, that due care may be observed in the loading, and in no case will the railway be liable for the loss of such article.

33. Fruit, fish, meat, poultry, and any other perishable articles will only be carried at owner's risk, and, if 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 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.

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

35. 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 or storage rent, but also for any general balance that may be due from 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.

36. All goods and merchandise not otherwise described, having arrived at its destination, shall be removed by the consignees from the platform and sheds within twelve working hours. If not removed by that time, it may be stored at the risk and expense of the consignees or owners, and will become subject to a charge at the rate of two shillings per ton per week or fraction of a week (minimum charge sixpence for five cwt.) until the removal of the same from the railway premises.

37. All bonded goods will be subject to a charge of one shilling per ton for Customs examination; the owners of such goods will be liable for storage in case of delay in passing entries, or of removal of same when passed for a bonded warehouse.

38. Wool shall be subject to the same conditions respecting removal from the railway premises as general goods, but respecting storage shall be subject to a charge of one shilling per bale per week or fraction of a week.

39. Coal, slates, stone, bricks, bar or pig iron, at Christchurch, Lyttelton, and Addington, may remain on storage sixteen working hours, after which they shall be subject to the charge of one shilling per ton per week or fraction of a week, exclusive of stacking.

40. Cargoes of timber, palings, shingles, and lumber may remain on the railway premises at Lyttelton or Christchurch, after delivery of specification, free of charges, as follows:—

15,000 feet to 30,000 feet	...	2 days.
30,000 " 50,000 "	...	4 "
50,000 " 100,000 "	...	6 "
100,000 " 150,000 "	...	8 "
150,000 " 200,000 "	...	10 "
200,000 " 300,000 "	...	12 "
300,000 and upwards	...	14 "

After which a storage rental of two shillings per foot frontage per week or fraction of a week will be charged on ground occupied, such frontage to be determined by measurement between the two extremes, and in no case will *intermediate* cleared space be allowed for. To be stacked or stored in position and form at the discretion of the Railway Department. If, after commencing to discharge, cargo is not sent on to destination as fast as the railway can take it, such lost time will be taken into account in the free storage allowance. The Railway Department shall deliver timber, *whenever practicable*, before the specification thereof be made out.

41. Firewood, timber, slabs, sawn or split posts and rails, and other lumber (except cargoes), shall be removed from the railway premises at Lyttelton, Christchurch, and Addington within twelve working hours after delivery from the railway wagons, and if not so removed shall be subject to a charge of one shilling per cord or one hundred feet, as the case may be, for the first week or fraction of a week, and every succeeding week or fraction of a week, exclusive of stacking.

42. Coals, slates, stone, bricks, bar and pig iron, and timber, after being unloaded from the railway wagons, may remain on storage at any station, other than Christchurch, Lyttelton, and Addington, for forty-eight working hours without storage being charged. After such time the same charges will be made as fixed in the preceding regulations; but goods unloaded from wagons at any siding where there is no shed or Station Master, will be at the risk of the owner or consignee of such goods.

43. Any goods, merchandise, or luggage forwarded for shipment, which shall not be taken delivery of by the consignee within five working hours after arrival in Lyttelton, and which shall not be shipped within that time, may be stored at the risk of the consignees or owners, or may be kept in the railway wagons at the option of the Railway Department, for forty-eight working hours free of charge, after which a charge for storage will be made at the rate of two shillings and sixpence per ton per week or fraction of a week, except for grain and other agricultural produce, which shall be subject to a charge of one shilling and sixpence per ton per week or fraction of a week. In all cases a distinct charge of one shilling and sixpence per ton will be made for delivery of such goods, &c., not shipped within five working hours after arrival.

44. Any goods, merchandise, or luggage arriving at any station which shall not be removed from the railway premises within the times before mentioned which relate to the several classes of goods or merchandise respectively, after one week's rent has accrued, may be forwarded to Christchurch, at the expense of the consignee or owner, and there stored at his risk and expense.

45. *Goods addressed for Shipment.*—The railway will not be accountable for merchandise after delivery from the wharf or the railway wagon, as the case may be. Merchandise to be lightered will be delivered to the lighterman named by the consignor; and if the consignor should omit to name a lighterman, or if the person named should fail to take possession of the goods when required to do so, the railway may engage the necessary lighterage at the cost and risk of the consignor; or may warehouse the goods at the expense and risk of the owner or consignor.

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

N.B.—The above conditions apply to all parcels and goods received by the railways, at their respective offices and warehouses, wherever situate.

Making and confirming By-laws, Rules, and Regulations on the Lines of Railway in New Zealand—Kaipara to Riverhead Railway.

(L.S.) NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-fifth day of November, 1875.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS under the provisions of "The Immigration and Public Works Act, 1870," and the several Acts amending the same, and other Acts, the line of railway mentioned and described in the Second Schedule hereto has been constructed by the Governor within the Colony of New Zealand:

And whereas under the provisions of the said hereinbefore mentioned Acts and the enactments incorporated therewith, 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 railways 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 the regulations and by-laws, as contained and set forth in the First Schedule hereto, should be made in respect of the said 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 set forth in the First Schedule hereto as the by-laws, rules, and regulations to be in force with regard to the said railway so made and constructed by the Governor as aforesaid, and which is more particularly mentioned in the Second Schedule hereto annexed.

FORSTER GORING,
Clerk of the Executive Council.

FIRST SCHEDULE.

BY-LAWS, RULES, AND REGULATIONS FOR REGULATING THE TRAVELLING UPON AND USING OF THE NEW ZEALAND RAILWAYS.

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." The word "railway" shall mean and include each of the lines of railway described in the Second Schedule hereto.

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. Any person wilfully altering or defacing his ticket, so as to render the date, number, or any material portion thereof, illegible, shall be liable to a penalty not exceeding two pounds, and shall, in addition, be liable to pay the fare from the station whence the train originally started.

4. 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 Clerk, to the holders of such return and single tickets as shall be unable to obtain seats.

5. 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.

6. 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.

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

8. 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 Clerk or any servant attached to the railway or wharf, such passenger or person may be expelled by such Station Clerk or other servant as aforesaid from the railway premises.

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

10. Each passenger, on paying his fare, will be furnished with a ticket, which he is to show whenever required by any Station Clerk 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. Any person entering a carriage or compartment of a carriage containing the full number of persons which it is constructed to convey, except with the consent of the persons in such carriage or compartment, and refusing to go out when requested by the Guard or other officer of the Railway to do so, shall be liable to a penalty not exceeding two pounds.

18. 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.

19. 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.

20. Loaded firearms are on no account to be taken into or placed upon any carriage, waggon, truck, or other vehicle forming or intended to form a train or any portion of a train on the Railway; and every person so offending shall be liable to a penalty not exceeding five pounds.

21. 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.

22. 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.

23. 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.

24. 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.

25. Any person making use of insulting or abusive language to any Railway officer or servant, while in the execution of his duty, or obstructing any such officer 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.

26. If any person omit to shut and fasten any gate or slip panel set up at either side of the Railway for the accommodation of the owners or occupiers of the adjoining lands, as soon as he and the carriage, cattle, or other animals under his care have passed through the same, he shall forfeit for every such offence any sum not exceeding two pounds.

27. Any person crossing or attempting to cross any level crossing with any cattle, horse, or other animal, or with a vehicle of any kind, when an approaching engine or train is in sight, or the whistle or bell can be heard at such crossing, shall be liable to a penalty not exceeding five pounds.

28. Any person driving or attempting to drive

vehicles, sheep, horses, cattle, or other animals across the Railway, on the level, either at an authorized crossing-place or elsewhere, when an approaching train is in sight, or when otherwise warned, shall be liable to a penalty not exceeding five pounds.

29. If any person pull down or injure any board put up or affixed for the purpose of publishing any list of tolls or notices, or any mile-post, or shall obliterate any of the letters, marks, or figures on any such board or post, he shall forfeit for every such offence a sum not exceeding five pounds.

30. The General Manager shall publish the short particulars of the several offences for which any penalty is imposed by these or any other by-laws of the Railway, and of the amount of every such penalty, and shall cause such particulars to be painted on a board, or printed upon paper and pasted thereon, and shall cause such board to be hung up or affixed on some conspicuous part of the principal station of the Railway; and, where any such penalties are of local application, shall cause such boards to be affixed in some conspicuous place in the immediate neighbourhood to which such penalties are applicable or have reference; and such particulars shall be renewed as often as the same, or any part thereof, is obliterated or destroyed.

31. 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.

32. 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 General Manager or other authorized officer; and any person offending contrary to this section shall be liable to a penalty not exceeding five pounds.

33. 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 Clerk or other Railway servant, shall be liable to a penalty not exceeding two pounds.

34. Any person, unless authorized by the General Manager, 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.

35. 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.

36. 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.

37. 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.

38. 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.

39. Neither Her Majesty the Queen nor the lessee of any Railway will be accountable for any articles unless the same be signed for as received by some clerk or agent; nor will they, or any of them, 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.

40. 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.

41. The General Manager will refuse to receive for carriage any goods which in the judgment of the officers of the railway 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.

42. 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.

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

44. 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 from 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.

45. 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 duly fixed with respect to 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.

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

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

48. The above conditions, numbered from 39 to 48, both inclusive, apply to all parcels and goods received by the proper officers of the railway at the offices and warehouses thereof, wherever situate.

SECOND SCHEDULE.

Kaipara to Riverhead Railway.

Ordering the laying out of a Public Road.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-fifth day of November, 1875.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Public Works Lands Act," it is enacted that it shall be lawful for the Governor, by Order in Council, to order that any public work to be defined in such Order shall be made, and that, after the publication of such Order in Council in the *Government Gazette*, the Governor may compulsorily take and permanently hold all such lands as may be necessary for the construction of such public work under the provisions in the said Act contained:

Now therefore, His Excellency the Marquis of Normanby, the Governor of New Zealand, by and with the advice and consent of the Executive Council of the said Colony, doth hereby, in pursuance and in exercise of the power and authority in that behalf vested in him, order that the public work hereinafter defined shall be made—that is to say, that a Public Road shall be laid out and made over all that land described by the boundaries specified in the Schedule hereunto.

SCHEDULE.

PROVINCE OF WESTLAND.

ALL that parcel of land containing by admeasurement two roods, more or less, situate in the Arahura District, and being part of Lot 25 of Native Reserve No. 30. Bounded towards the North-east by the Christchurch Road, six hundred and eighty-eight links; towards the South-east by Lot 26 of the said Reserve, one hundred and fifty links; and towards the South-west by other part of Lot 25, six hundred and eighty links.

FORSTER GORING,
Clerk of the Executive Council.

Land reserved for Construction of Railway.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-fifth day of November, 1875.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Waste Lands Act, 1858," it is enacted that it shall be lawful for the Governor in Council, at any time and from time to time, to except from sale, and either reserve to Her Majesty or dispose of in such other manner as for the public interest may seem best, such of the waste lands of the Crown in any of the provinces of the colony as may be required for the purposes of military defence, or for the construction of trunk

lines of road, or as sites for public buildings for the use of the General Government, or for other purposes of public utility or convenience:

Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council of the Colony, in exercise and pursuance of the power and authority in that behalf vested in him, doth hereby except from sale and reserve to Her Majesty so much of the waste lands of the Crown as is particularly specified and described in the Schedule hereunder written, for the purposes in the said Schedule mentioned, and which purposes are set opposite the description of such land.

SCHEDULE.

Description of Reserve.	Purpose of Reserve.
<p>PROVINCE OF OTAGO.</p> <p>So much and such part of the waste lands of the Crown in the Province of Otago as is included between two lines drawn on each side of, parallel to, and at a distance of one chain fifty links from the centre line, and along the entire length of the railway from Winton to Kingston, as the same lands hereby reserved or intended so to be are delineated upon the plans of the said railway, deposited or to be deposited in the office of the Registrar of the Supreme Court at Dunedin, and the line of which said railway was, under the authority of "The Immigration and Public Works Act, 1870," and the several Acts amending the same, proclaimed in the <i>New Zealand Gazette</i> of the fifteenth day of May, 1873, and the third day of September, 1874.</p>	<p>For the purpose of the construction of a line of railway from Winton to Kingston, authorized to be constructed under "The Railways Act, 1871."</p>

FORSTER GORING,
Clerk of the Executive Council.

Land reserved for Construction of Railway.

NORMANBY, Governor.

To JAMES MACANDREW, Esquire, Superintendent of the Province of Otago.

NOTICE is hereby given, that so much of the waste lands of the Crown as is particularly specified and described in the Schedule hereunder written is required for the purposes mentioned and set opposite to the description of such land in the said Schedule; and that the same has been excepted from sale and reserved to Her Majesty by the Order in Council bearing the date mentioned in the second column of the said Schedule.

SCHEDULE.

FIRST COLUMN.		SECOND COLUMN.
Description of Land.	Purpose for which Reserve is made.	Date of Order in Council excepting Land from Sale.
<p>So much and such part of the waste lands of the Crown in the Province of Otago as is included between two lines drawn on each side of, parallel to, and at a distance of one chain fifty links from the centre line and along the entire length of the railway from Winton to Kingston, as the same lands hereby reserved, or intended so to be, are delineated upon the plans of the said railway, deposited or to be deposited in the office of the Registrar of the</p>	<p>For the purpose of the construction of a line of railway from Winton to Kingston authorized to be constructed under "The Railways Act, 1871."</p>	<p>November 25th, 1875.</p>

FIRST COLUMN.		SECOND COLUMN.
Description of Land.	Purpose for which Reserve is made.	Date of Order in Council excepting Land from Sale.
Supreme Court, at Dunedin, and the line of which said railway was, under the authority of "The Immigration and Public Works Act, 1870," and the several Acts amending the same, proclaimed in the <i>New Zealand Gazette</i> , of the fifteenth day of May, 1873, and the third day of September, 1874.		

Public Vaccinators appointed.

Colonial Secretary's Office,
Wellington, 29th November, 1875.

IT is hereby notified, that, under the provisions of "The Public Health Act, 1872," His Excellency the Governor has been pleased to appoint the under-mentioned gentlemen to be Public Vaccinators, to perform gratuitous vaccination in accordance with the provisions of the said Act, and any regulations made or to be made thereunder, for the districts mentioned in the Schedule hereto, and set opposite their names respectively.

DANIEL POLLEN.

SCHEDULE.

PROVINCE OF NELSON.

W. H. Pinching—Amuri.

PROVINCE OF OTAGO.

John Macaffer, M.B.—Winton and Lower Mataura.

Deputy Provincial Auditor, Wellington, appointed.

Treasury,
Wellington, 27th November, 1875.

HIS Excellency the Governor has been pleased to appoint

SAMUEL CARROLL, Esq.,

to be Deputy Auditor of the Public Accounts of the Province of Wellington.

H. A. ATKINSON.

"The Nelson Waterworks Loan Act, 1864."

Treasury,
Wellington, 30th November, 1875.

IT is hereby notified, that the Principal Moneys secured by the Debentures issued under the Act above cited, and falling due on the 1st January, 1876, will be paid on presentation of the Bonds, on or after that date, at the office of the Superintendent of Nelson in Nelson, or at the Union Bank of Australia in Sydney or Melbourne.

Numbers of Bonds, 101-162, 183-200.

H. A. ATKINSON.

Appointment of Volunteer Officers.

Colonial Defence Office,
Wellington, 30th November, 1875.

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

In the Victoria Company, Auckland Rifle Volunteers.
Sub-Lieutenant Owen Mahon to be Lieutenant.
Date of commission 8th November, 1875.

In the Invercargill Artillery Volunteers.

James Thomson to be Lieutenant. Date of commission 14th October, 1875.

Richard Westney to be Second-Lieutenant. Date of commission 14th October, 1875.

In the Riverton Rifle Volunteers.

Lieutenant George Osborne Cassels to be Captain.
Date of commission 16th November, 1875.

In the First Westland Rifle Volunteers.

David James Thomas Selous to be Sub-Lieutenant.
Date of commission 22nd October, 1875.

In the Auckland Engineer Cadets.

Honorary Lieutenant William Bagnall White to be Captain. Date of commission 11th October, 1875.

In the Auckland Grammar School Cadets.

George Alfred King to be Captain. Date of commission 3rd November, 1875.

DONALD McLEAN.

Resignation of Volunteer Officers.

Colonial Defence Office,
Wellington, 30th November, 1875.

HIS Excellency the Governor has been pleased to accept the resignation of the commissions held by the under-mentioned officers, viz.,—

Captain T. Daniel, Riverton Rifle Volunteers.

Captain F. McRae, No. 1 Company, Auckland Grammar School Cadets.

Captain S. Coleman, Marton Cadets.

Captain W. S. S. Stanton, Hokitika Cadets.

Lieutenant J. F. Brunton, Invercargill Artillery Volunteers.

Honorary Sub-Lieutenant A. Beale, Auckland Engineer Cadets.

DONALD McLEAN.

Services of Volunteer Corps accepted.

Colonial Defence Office,
Wellington, 30th November, 1875.

HIS Excellency the Governor has been pleased to accept the services of

The Nelson Naval Volunteer Cadets. Date of acceptance, 17th November, 1875.

And to amalgamate the Nos. 1 and 2 Companies Auckland Grammar School Cadets, under the designation of

The Auckland Grammar School Cadets.

DONALD McLEAN.

Designation of Volunteer Corps changed.

Colonial Defence Office,
Wellington, 30th November, 1875.

HIS Excellency the Governor has been pleased to approve the alteration in the designation of the Waimea Cavalry Volunteers, to

The Normanby Hussar Volunteers.

DONALD McLEAN.

Armed Constabulary Officer appointed.

Colonial Defence Office,
Wellington, 30th November, 1875.

HIS Excellency the Governor has been pleased to make the under-mentioned appointment in

The New Zealand Armed Constabulary Force.

Sergeant-Major William Stone Pardy to be Sub-Inspector, 2nd Class. Date of commission, 17th November, 1875.

DONALD McLEAN.

Appointment of Member of Medical Board.

Native and Defence Office,
Wellington, 26th November, 1875.

HIS Excellency the Governor has been pleased to appoint

BERNARD DOYLE, Esq., M.D.,

to be a Member of the Medical Board, constituted 24th September, 1866, under "The Military Pensions Act, 1866."

DONALD MCLEAN.

Appointment of Native Assessors.

Native Office,
Wellington, 26th November, 1875.

HIS Excellency the Governor has been pleased to appoint

KAPEBIERE TE HUHU, of Whangape, and
HEREWINI TE TOKO, of Hokianga,

to be Assessors of the Native Land Court of New Zealand.

DONALD MCLEAN.

Certificate Suspended.

Customs Department (Marine Branch),
Wellington, 30th November, 1875.

IT is hereby notified, that His Excellency the Governor has been pleased to confirm the sentence of the Magistrates, who held an investigation at Lyttelton into the conduct of John Mitchell Williams, second mate of the ship "Waikato," who was accused of drunkenness, neglect of duty, and of resisting the lawful authority of the Master of the said ship; which sentence found that the charge of drunkenness was not substantiated, but that those of neglect of duty and of resisting the lawful authority of the Master were substantiated, and suspended his certificate for six months.

The Board of Trade Certificate of Competency as Second Mate, No. 93,908, held by the said

JOHN MITCHELL WILLIAMS,

is therefore suspended for a period of six months from the 8th instant.

DANIEL POLLEN,
(in the absence of the Commissioner
of Customs).

Money Order and Savings Bank Office opened.

General Post Office,
Wellington, 27th November, 1875.

IT is hereby notified for general information, that a Money Order and Savings Bank Office will be opened at

TURAKINA,

in the Province of Wellington, from the 6th December next.

By order.
W. GRAY,
Secretary.

Money Order and Savings Bank Office closed.

General Post Office,
Wellington, 30th November, 1875.

IT is hereby notified for general information, that the Money Order and Savings Bank Office at

WASHDYKE,

in the Province of Canterbury, will be closed on and after the 1st December next.

By order.
W. GRAY,
Secretary.

Traffic Returns.

WELLINGTON AND MASTERTON RAILWAY.

RETURN of Traffic for four weeks ending 20th November, 1875.

		PASSENGERS.			
		No.	£ s. d.	£ s. d.	
Passengers	...	7,796	330 18 7		
Parcels, &c.	...	199	16 2 6		
Season Tickets*	5 17 4		
					352 18 5
		GOODS.			
Freight	...	397 tons	108 17 6		
Timber	...	36,462 feet			
Cattle	...	1			
Sheep	...	148			
					108 17 6
Total	£461 15 11

F. B. PASSMORE,
Superintending Engineer.

* Included in above number of Passengers.

Notice relating to Officiating Ministers under the Marriage Acts.

Registrar-General's Office,
Wellington, 1st December, 1875.

THE attention of the persons or person within the Colony of New Zealand in whom is vested ecclesiastical authority over any of the Religious Bodies enumerated in "Schedule D" of "The Marriage Act, 1854" (as amended by "The Marriage Act Amendment Act, 1858," and "The New Zealand Presbyterian Church Act, 1875"), is requested to the clause in the Act requiring that a correct list of the Officiating Ministers of each of the said Religious Bodies shall be sent to the Registrar-General in the month of December in every year.

The following are the Religious Bodies above referred to:—

- "The United Church of England and Ireland,"
- "The Roman Catholic Church,"
- "The Presbyterian Church of New Zealand,"
- "The Presbyterian Church of Otago and Southland,"
- "The Wesleyan Methodist Society,"
- "All Congregational Independents,"
- "Baptists,"
- "The Primitive Methodist Society,"
- "The Lutheran Church,"
- "All Hebrew Congregations,"
- "The Society of Friends."

With respect to Ministers of Religion not connected with any of the aforesaid bodies, it is necessary that a certificate signed by twenty-four householders resident in the district declaring that such Minister is their Officiating Minister, the said certificate being attested by two Justices of the Peace, shall be sent to the Registrar-General in the month of December in each year. The neglect in sending such last-named certificate will deprive the Minister of his status as an Officiating Minister under the Marriage Acts.

W. R. E. BROWN,
Registrar-General.

N.B.—It is requested that the *Christian names* and the *addresses* of the several Ministers may be specified in the lists sent in to the Registrar-General.

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 be lodged forbidding the same in each case on or before the 10th day of January, 1876.

2245. JOHN MERRY.—District of Waitangi, 100 acres, Rural Section, No. 5517. In occupation of Applicant.

2403. JOHN BARLOW.—District of Christchurch, 3 roods 33 perches, part of Rural Section No. 203. In occupation of Peter Peterson, John Rok, and — Welsh.

2424. RICHARD JAMES STRACHAN HARMAN and EDWARD CEPHAS JOHN STEVENS.—District of Lincoln, 20 acres, Rural Section No. 7582. In occupation of Patrick Sexton.

2425. RICHARD JAMES STRACHAN HARMAN and EDWARD CEPHAS JOHN STEVENS.—District of Oxford, 100 acres, Rural Section No. 12730. In occupation of William Williams.

2426. HENRY PADDY.—District of Ellesmere, 5 acres 24 perches, part of Rural Section 3344, 4041, being Allotments Nos. 22 and 39, and Paddock No. 9, on deposited Plan No. 44. In occupation of Applicant.

2428. WILLIAM GRAHAM.—District of Lyttelton, 16 acres, Rural Section No. 4712. In occupation of Applicant.

2430. MARION PARK.—District of Christchurch, 50 acres, Rural Section No. 1161. Unoccupied.

2431. WILLIAM ANDERSON.—District of Christchurch, 2 roods, part of Rural Section No. 69, being Lot 15, on deposited Plan No. 38. Unoccupied.

2432. CYRUS WILSON.—District of Ellesmere, 2 roods, part of Rural Section 3344, 4041, being Lot 38, on deposited Plan No. 44. Unoccupied.

2434. CHARLES LEWIS.—District of Timaru, 200 acres, Rural Sections Nos. 13764, 13765, and 13767. In the occupation of the Canterbury and Otago Association, Limited.

2436. THOMAS CROWTHER PLANTE.—District of Timaru, Lots 75 and 76, in the Township of Wallingford. In occupation of Applicant.

Diagrams may be inspected at this office.

Dated this 26th day of November, 1875, at the Lands Registry Office, Christchurch.

GEO. B. DAVY,
District Land Registrar.

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WELLINGTON CITY TRAMWAYS.

NOTICE is hereby given, that within sixty days from the publication hereof, application is intended to be made to his Honor the Superintendent of the Province of Wellington, for an order empowering Charles O'Neill, of the City of Auckland, Civil Engineer, to make and use a Tramway within the City of Wellington, leading from the Station, in the City of Wellington, of the Wellington and Masterton Railway, along Thorndon and Lambton Quays to Willis Street, and along Willis Street to Manners Street, and along Manners Street to Taranaki Street, and along Taranaki Street to Vivian Street, and along Vivian Street to Tory Street, and along Tory Street to Buckle Street, and along Buckle Street to Sussex Square, and from thence along the northern, eastern, and southern sides of Sussex Square to the Adelaide Board, and along the Adelaide Road to the extremity of the city, and also along Grey Street from Lambton Quay to the Queen's Wharf; with power from time to time to extend the said Tramway along any other street or streets in the said city, and with power to make convenient sidings, passing places,

and crossings for the purposes of such tramway. And notice is hereby further given, that the said Tramway is intended to be used both for goods and passenger traffic; and that a copy of this advertisement and a plan of the proposed works, and all other documents required to be deposited under the provisions of "The Tramways Act, 1872," will, on or before the 1st day of January next, be deposited for public inspection in the office, in the City of Wellington, of the Registrar of the Supreme Court, and in the office, in the said City of Wellington, of the Superintendent of the Province of Wellington; and that printed copies of the draft order when deposited, pursuant to subsection 3 of the Third Schedule to "The Tramways Act, 1872," and of the order when made, will be deposited at the office, in the said city, of the City Council for the said city.

Dated this 29th day of November, 1875.

For the Promoter,
F. M. OLLIVER,
Solicitor, Wellington.

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PATENT for "The Making and Using a Flux for Smelting Titaniferous-iron Ore (commonly called Iron-sand)."

This is to notify, that EDWIN WISE HOLLIS, of Grahamstown, Thames, in the Province of Auckland, did, on the eleventh day of June last, deposit at the office of the Patent Officer, in the Colonial Secretary's office, at Wellington, a specification or instrument in writing, under his hand and seal, particularly describing and ascertaining the nature of the said Invention, and in what manner the same is to be performed; and that by reason of such deposit the said Invention is protected and secured to him exclusively for the term of six calendar months thence next ensuing.

And I do further notify, that the said Edwin Wise Hollis has given notice in writing, at my office, of his intention to proceed with his application for his Letters Patent for the said Invention, and that I have appointed Friday, the third day of December next, at eleven o'clock in the forenoon, at my office, to hear and consider the said application and all objections thereto; and I do hereby require all persons having an interest in opposing the grant of such Letters Patent to leave, on or before the twenty-ninth day of November next, at my office in Wellington, particulars in writing of their objections to the said application, otherwise they will be precluded from urging the same.

Given under my hand this seventh day of September, 1875.

W. S. REID,
Patent Officer.

Hart and Buckley,
Solicitors for Applicant.

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Imperial German Consulate,
Dunedin, 28th October, 1875.

DER am 2 Maerz, 1872, geborene Oeconom Christian Ferdinand Scheel, ein Sohn des am 21 October, 1867, verstorbenen Rentiers Paul Ferdinand Scheel hieselbst und der Ehefrau desselben Christiane, geborenen Ravoth, hielt sich in den Jahren 1866, bis 1869, unter dem Namen Charles Scheel, in Neu-Seeland, auf und zeigte durch ein aus Port Lyttelton vom 9 Mai, 1869, datirtes Schreiben seinen hiesigen Angehörigen an, dass er am 11 desselben Monats von dort mit dem Schiffe "Matoaka" nach London segeln werde. In den in das Schiffsregister des Hafens von Lyttelton eingetragenen Artikeln, betreffend das Schiff "Matoaka," ist auch Charles Scheel als zur Mannschaft dieses Schiffes gehörig angeführt. Dieses vom Capitain Alfred

Stevens geführte, zum Hafen von London gehörige Schiff ist am 13 Mai, 1869, von Port Lyttelton nach London abgesegelt, hat jedoch seinen Bestimmungsort nicht erreicht, sondern ist mit seiner ganzen Besatzung und den an Bord gewesenen Passagieren verschollen. Es wird deshalb nimmehr beim Vorhandensein der Erfordernisse der Landesherrlichen Verordnung vom 5 Februar, 1855, der verschollene Christian Ferdinand Scheel, genannt Charles Scheel, auf den Antrag seiner Mutter Christiane Scheel, geborenen Ravoth, seiner Schwester Emma Radatz, geborenen Scheel, und seines Bruders, des Dr. Med. Ludwig Scheel, sowie des für ihn als Abweisenheits-Curator bestellten Kaufmanns C. H. Knitschky, sämmtlich hieselbst, edictaliter, geladen, binnen zwei Fahren a dato sich hier persönlich zu gestellen oder von seinem Leben und Aufenthalte Kunde hierher gelangen zu lassen, unter dem ein für allemal angedroheten Rechtsnachtheile, dass er für todt wird erklärt und über sein Vermögenden Rechten gemäss wird verfügt werden.

Vom Obergerichte, Rostock, den 11 August, 1875.

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ADV. ZIEGFRIED, P.G.R.

NOTICE.

A GENERAL MEETING of the Shareholders of "The Buller Towing Track Company, Limited," will be held on the 25th day of January, 1876, at 8 p.m., at the Empire Hotel, Westport, for the purpose of considering the account of the winding-up of the Company by the Liquidator, and the manner in which the same has been conducted and the property disposed of; and also for the purpose of passing a Resolution declaring the Company to be fairly wound up.

BENJN. E. OXNER,
Liquidator.

PARTNERSHIP DISSOLVED.

NOTICE is hereby given, that the Partnership hitherto existing between the undersigned Edwin Glanville and John Ellyett, trading as "Glanville and Ellyett," as Grocers, at 144, Queen Street, Auckland, New Zealand, and at Eden Terrace, Suburbs of Auckland, New Zealand, is dissolved by mutual consent from the fifteenth day of July, 1875.

EDWIN GLANVILLE.

Witness to the signature of the said Edwin Glanville—Charles Glanville, Abingdon, Berks, England, Actuary, 15th July, 1875.

JOHN ELLYETT.

Witness to the signature of the said John Ellyett—John B. Russell, Solicitor, Auckland, 24th November, 1875.

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QUEEN OF THE THAMES GOLD MINING COMPANY, LIMITED, IN LIQUIDATION.

I HEREBY give notice, that the following Special Resolutions were passed at an Extraordinary General Meeting of the Shareholders of "The Queen of the Thames, Gold Mining Company, Limited," held at the Governor Bowen Hotel, Grahamstown, 12th October, 1875, and confirmed at an Extraordinary General Meeting, held at the Governor Bowen Hotel, Grahamstown, in the Province of Auckland, 16th November, 1875:—

"1. That 'The Queen of the Thames, Gold Mining Company, Limited,' be wound up voluntarily."—Carried.

"2. That Mr. Francis Joseph Wardell be appointed Liquidator."—Carried.

"3. That Mr. D. R. Gellion be appointed Auditor, to inspect the Liquidator's accounts."

FRANCIS J. WARDELL,
Secretary.

Office of "The Queen of the Thames, Gold Mining Company, Limited,"
Williamson Street, Grahamstown, 18th November, 1875.

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I, the undersigned, hereby make application to register "The Alhambra 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 Alhambra Quartz Mining Company, Limited."

2. The place of intended operations is at Boatman's Creek, in the Inangahua District, in the Province of Nelson, and Colony of New Zealand.

3. The registered office of the Company will be situated at Reefton.

4. The nominal capital of the Company is twelve thousand pounds, in twenty-four thousand shares of ten shillings each.

5. The number of shares subscribed for is twenty-four thousand, being the entire number of shares in the Company.

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

7. The amount already paid up is nil.

8. The name of the Manager is George Wise.

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.
James Wilson, Boatman's, Miner	6,000
Robert McNeice, Boatman's, Miner	6,000
George Wise, Reefton, Mining Agent	4,000
John Trennery, Murray Creek, Mining Manager	2,000
Colin Campbell, Reefton, Bank Manager	4,000
Michael Moriarty, Boatman's, Miner	1,000
Thomas Slattery, Boatman's, Miner	1,000
	24,000

Dated this 26th day of November, 1875.

GEORGE WISE,
Manager.

Witness to signature—David P. James, J.P.

I, George Wise, 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."

GEORGE WISE.

Taken before me at Reefton, in the Province of Nelson, this 26th day of November, 1875—David P. James, Justice of the Peace of the Colony of New Zealand.

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CYPHRENES GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that JAMES MACKY is the Manager of the above Company.

D. MACNAB, }
W. ROWE, } Directors.

JAMES MACKY,
Manager.

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CYPHRENES GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that the Registered Office of the above Company is situated in the offices

of the Manager of the Company, in Brown Street, Grahamstown, in the Province of Auckland.

D. MACNAB, } Two of the Directors
W. ROWE, } of the above Company.

JAMES MACKY,
Manager.

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EFFORT GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that JAMES MACKY is the Manager of the above Company.

D. MACNAB, } Directors.
ROBERT WILSON, }

JAMES MACKY,
Manager.

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EFFORT GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that the Registered Office of the above Company is situate in the offices of the Manager of the Company, in Brown's Street, Grahamstown, in the Province of Auckland.

D. MACNAB, } Two of the Directors
ROBERT WILSON, } of the above Company.

JAMES MACKY,
Manager.

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SPEEDWELL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that JAMES MACKY is the Manager of the above Company.

D. MACNAB, } Directors.
W. ROWE, }

JAMES MACKY,
Manager.

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SPEEDWELL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given, that the Registered Office of the above Company is situate in the offices of the Manager of the Company, in Brown Street, Grahamstown, in the Province of Auckland.

D. MACNAB, } Two of the Directors
W. ROWE, } of the above Company.

JAMES MACKY,
Manager.

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By Authority: GEORGE DIBSBURY, Government Printer, Wellington.