



THE

NEW ZEALAND GAZETTE.

Published by Authority.

WELLINGTON, THURSDAY, FEBRUARY 22, 1877.

Revoking Proclamation of 15th September, 1874.

(L.S.) NORMANBY, Governor.
A PROCLAMATION.

WHEREAS by the sixth section of "The Native Land Act, 1873," it is enacted that it shall be lawful for the Governor in Council, by Proclamation in the *New Zealand Gazette* and in the *Kahiti*, to define the boundaries of any particular portion of the colony, and to declare that such portion thereof shall be totally excluded from the operation of the said Act, and until such Proclamation shall be revoked the said Act shall have no force or effect within such portion of the colony as shall be defined in any such Proclamation:

And whereas by a Proclamation duly made and issued, bearing date the fifteenth day of September, one thousand eight hundred and seventy-four, the Governor, in pursuance of the said recited power and authority, did proclaim and declare that the portions of the colony the boundaries whereof were defined in the Schedule to the now reciting Proclamation should be totally excluded from the operations of "The Native Lands Act, 1873:"

And whereas it is expedient to revoke the said Proclamation of the fifteenth day of September, one thousand eight hundred and seventy-four:

Now, therefore, I, George Augustus Constantine, Marquis of Normanby, Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in me by the said recited Act, and by and with the advice and consent of the Executive Council of the said Colony, do hereby proclaim and declare that the said Proclamation of the fifteenth day of September, one thousand eight hundred and seventy-four, shall be and the same is hereby revoked.

Given under the hand of His Excellency the Most Honorable George Augustus Constantine, Marquis of Normanby, Earl of Mulgrave, Viscount Normanby, and Baron Mulgrave of Mulgrave, all in the County of York, in the Peerage of the United Kingdom; and Baron Mulgrave of New Ross, in the County of Wexford, in the Peerage of Ireland; a Member of Her Majesty's Most Honorable Privy Council; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; and issued under the Seal of the said Colony, at Wellington, this nineteenth day of February, in the year of our Lord one thousand eight hundred and seventy-seven.

Approved in Council.

J. D. ORMOND.

FORSTER GORING,
Clerk of the Executive Council.

GOD SAVE THE QUEEN!

Declaring "The Regulation of Local Elections Act, 1876," in force within the Kowai Road Board District.

(L.S.) NORMANBY, Governor.
A PROCLAMATION.

BY virtue of the power vested in me by the third section of "The Regulation of Local Elections Act, 1876," I, George Augustus Constantine, Marquis of Normanby, the Governor of the Colony of New

Zealand, do hereby proclaim and declare that the said Act shall come into force, in respect of all elective officers of the Kowai Road Board, within the district known as the Kowai Road Board District.

Given under the hand of His Excellency the Most Honorable George Augustus Constantine, Marquis of Normanby, Earl of Mulgrave, Viscount Normanby, and Baron Mulgrave of Mulgrave, all in the County of York, in the Peerage of the United Kingdom; and Baron Mulgrave of New Ross, in the County of Wexford, in the Peerage of Ireland; a Member of Her Majesty's Most Honorable Privy Council; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; and issued under the Seal of the said Colony, at the Government House, at Wellington, this nineteenth day of February, in the year of our Lord one thousand eight hundred and seventy-seven.

CHARLES C. BOWEN.

GOD SAVE THE QUEEN!

Proclaiming the Town of Inglewood.

(L.S.) NORMANBY, Governor.
A PROCLAMATION.

IN exercise and pursuance of all powers and authorities in this behalf enabling me, I, George Augustus Constantine, Marquis of Normanby, the Governor of the Colony of New Zealand, do hereby proclaim and declare the Town of Inglewood, in the Provincial District of Taranaki, to be a town subject to the provisions of the Ordinances mentioned in the Schedule to "The Town Boards of Taranaki Ordinance, 1875." And I do also hereby define the limits and boundaries set forth in the First Schedule hereto as the limits and boundaries of such Town. And I do further determine the number of members mentioned in the Second Schedule hereto as the number of members which shall form the Town Board of the said Town.

FIRST SCHEDULE.

LIMITS AND BOUNDARIES OF THE TOWN OF INGLEWOOD.

BOUNDED as follows:—By the north side of Humphries Street bearing 82° from the Waiongona-iti Stream, 3000 links; thence by a line bearing $109^\circ 49'$ to the Kurapete Stream, 2342 links; thence in a south-west direction by the said Stream to the Waitara and Wanganui Railway line; thence in a northerly direction along the east side of the said railway to Brookes Street; thence by the south side of the said street bearing 262° , 175 links; thence by a line bearing 352° to the south-west corner of allotment No. 149, on the Junction Road, 2461 links; thence by the north side of the said road to the Waiongona-iti Stream; and thence by the said stream to the point first mentioned.

SECOND SCHEDULE.

NUMBER of Members of Town Board—Five.

Given under the hand of His Excellency the Most Honorable George Augustus Constantine, Marquis of Normanby, Earl of Mulgrave, Viscount Normanby, and Baron Mulgrave of Mulgrave, all in

the County of York, in the Peerage of the United Kingdom; and Baron Mulgrave of New Ross, in the County of Wexford, in the Peerage of Ireland; a Member of Her Majesty's Most Honorable Privy Council; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; and issued under the Seal of the said Colony, at the Government House, at Wellington, this nineteenth day of February, one thousand eight hundred and seventy-seven.

CHARLES C. BOWEN.

GOD SAVE THE QUEEN!

Regulations and Conditions for the Sale of Ammunition.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this nineteenth day of February, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Arms Act Continuance Act, 1861," (hereinafter referred to as "the said Act,") it is provided that it shall be lawful for the Governor, by an Order in Council to be published in the Government Gazette, from time to time to suspend or relax the operations of any of the provisions of "The Arms Act, 1860," or any part of any such provisions, and either for a limited time or without any limit of time, and either as regards the whole colony or any district thereof, to be defined in any such Order in Council, and either generally or in favour of any person or persons specifically, or any class of persons, and subject to any regulations or conditions which may be in any such Order in Council expressed, but so far only as such provisions may prevent or interfere with the sale or purchase of arms, ammunition, gunpowder, lead, caps, or shot, for mining, sporting, or any useful or harmless purpose, and no further or otherwise, anything in the now reciting Act contained to the contrary notwithstanding: Provided also that it shall be lawful for the Governor in Council, by any further Order in Council, to be published as aforesaid, from time to time to rescind any such order:

And whereas under the power hereinbefore recited the Governor in Council did, on the nineteenth day of September last past, suspend within the district defined in such Order in Council such provisions of "The Arms Act, 1860," and subject to such regulations and conditions as are in the said Order in Council expressed:

And whereas it is expedient to rescind such Order in Council, and to declare that the provisions of "The Arms Act, 1860," hereinafter referred to, shall within the district hereinafter defined be suspended, subject to the regulations and conditions in the Schedule hereto:

Now, therefore, His Excellency the Governor, in exercise and pursuance of the power and authority vested in him by the said Act, and by and with the advice and consent of the Executive Council of the Colony of New Zealand, doth hereby rescind the said Order in Council of the nineteenth day of September last, and doth order and declare that so much of the provisions of "The Arms Act, 1860," as prevent or interfere with the sale or purchase of arms, ammunition, gunpowder, lead, caps, or shot for mining, sporting, or any useful or harmless purpose, shall be

and the same are hereby suspended within the entire district contained within the sea-coast line of the Middle Island proper, exclusive of any islands lying adjacent or contiguous thereto; and doth hereby frame and prescribe the regulations and conditions mentioned in the Schedule hereto, as the regulations and conditions subject to which ammunition for such purposes may henceforth be obtained within the aforesaid district.

SCHEDULE.

1. Any licensed dealer under "The Arms Act, 1860," may sell to any applicant any quantity of ammunition for sporting purposes, not exceeding two pounds (2 lbs.) powder, twenty pounds (20 lbs.) of shot, and five hundred (500) caps. Provided that nothing in this condition shall authorize any dealer to sell or dispose of to any one person more than the above-named quantities in any one month.

2. Every such dealer shall, before delivering any ammunition to any purchaser, require such purchaser to sign a receipt, in words at length without the use of any numeral figures, for the quantity of each sort of ammunition he shall receive from such dealer, with his name and address, and date of the day of receiving such ammunition. Failing in any of these particulars, the dealer shall refuse to deliver to the purchaser any of the ammunition, and shall refund any money paid for the same.

3. If any such dealer shall sell or dispose of any ammunition, with or without price or reward, to any other person, without taking such receipt, or shall within any one month sell or dispose of to the same person any quantity of ammunition exceeding the quantity mentioned in regulation 1 hereof, the Licensing Officer may exercise his power of cancelling or withdrawing the license of such dealer.

4. Every such receipt shall be given by the purchaser, on receiving the ammunition, to the dealer, who shall keep the same.

5. The particulars of the receipt shall be copied by the dealer into the book required to be kept by such dealer under the provisions of section 14 of "The Arms Act, 1860."

6. Every receipt shall be produced, on demand, to any Licensing Officer, or person duly authorized by him to require the same.

Ammunition for Destruction of Rabbits.

7. Any Justice of the Peace, Collector of Customs, or Officer of Police may, in his discretion, grant to any applicant a permit for an increased quantity of ammunition not exceeding twenty-five pounds (25 lbs.) of gunpowder, and a proportionate quantity of shot and caps, when satisfied that it is required for the destruction of rabbits upon stations and the like, and that it will be used for those purposes. Every such sale of an increased quantity of ammunition under this regulation shall, so far only as the same relate to the receipt to be taken by the dealer, be subject to the regulations numbered 2 to 6 hereof inclusive.

Powder for Blasting or Mining.

8. Any one or more Justices of the Peace may, in pursuance of the 23rd section of "The Arms Act Amendment Act, 1869," grant to any person desirous of buying gunpowder for the purpose of blasting or mining, a certificate authorizing such person to buy any quantity of gunpowder to be specified in such certificate to be applied to such purpose, upon being satisfied that such gunpowder is wanted for such purpose, and that the applicant is, in his or their judgment, a fit person to be intrusted therewith.

FORSTER GORING,
Clerk of the Executive Council.

Declaring Districts under "Native Lands Act, 1873."

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this nineteenth day of February, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Native Land Act, 1873," it is enacted that it shall be lawful for the Governor in Council from time to time to divide the colony into districts for the purposes of the said Act, and the limits of such districts from time to time to alter as occasion may require:

And whereas by an Order in Council dated the eighteenth day of February, one thousand eight hundred and seventy-four, the Governor, in pursuance of the power and authority vested in him, did order and declare that the colony should be divided into districts for the purposes of the said Act, as respectively defined in the Schedule thereunder written:

And whereas by a Proclamation made under the said Act, dated the fifteenth day of September, one thousand eight hundred and seventy-four, a certain portion of the colony, as defined in the Schedule thereto, was excluded from the operation of the said Act, and such Proclamation has now been revoked: And whereas it is expedient that the portion of the colony hitherto excluded from the operation of the said Act as hereinbefore mentioned should be included in the districts constituted thereunder as and in manner hereinafter provided:

Now, therefore, I, George Augustus Constantine, Marquis of Normanby, Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in me by the said recited Act, and by and with the advice and consent of the Executive Council of the said Colony, do hereby order and declare, that the several districts constituted under the said Act by the said in part recited Order in Council of the eighteenth day of February, one thousand eight hundred and seventy-four, shall be and the same are hereby altered, by including therein the portion of the colony hitherto excluded therefrom as aforesaid, and do hereby further order and declare that the said districts, as originally established and defined by the said in part recited Order in Council, shall be districts for the purposes of the said Act.

FORSTER GORING,

Clerk of the Executive Council.

Delegation of Governor's Powers under Sections 7 and 10 of "Marine Act, 1867," to the Lyttelton Harbour Board.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this nineteenth day of February, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the ninth section of "The Harbour Boards Act, 1870," it is, among other things, enacted, that the Governor may, by Order in Council, from time to time, delegate to any Harbour Board constituted thereunder all or any of the powers and authorities vested in him by the provisions contained in the seventh and tenth sections of "The Marine Act, 1867," subject to any regulations, restrictions, or stipulations that may be specified in such Order:

And whereas by an Act of the General Assembly of the colony intituled "The Lyttelton Harbour Board Act, 1876," a Harbour Board was constituted for the Port of Lyttelton, and which Board was

specially declared to be a Harbour Board established under and in pursuance of "The Harbour Boards Act, 1870:"

And whereas it is expedient that certain powers should be delegated to the Lyttelton Harbour Board, as in manner hereinafter set forth:

Now, therefore, I, George Augustus Constantine, Marquis of Normanby, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said Colony, in pursuance and exercise of the hereinbefore recited power and authority enabling me in that behalf, do hereby delegate unto the

LYTTELTON HARBOUR BOARD

the several powers and authorities mentioned and set forth in the Schedule hereto annexed, such powers and authorities to be exercised within the limits of the Port of Lyttelton, as therein also mentioned, subject however to such restrictions as in the said Schedule set forth.

And in further pursuance and exercise of the hereinbefore in part recited power, and with the like advice and consent as aforesaid, I do hereby delegate unto the said Lyttelton Harbour Board all the powers vested in the Governor in Council by the tenth section of "The Marine Act, 1867:" Provided that the delegation lastly hereinbefore contained shall be limited to the said Port of Lyttelton.

SCHEDULE.

SUCH of the powers vested in the Governor by the seventh section of "The Marine Act, 1867," as enable him to erect, superintend, and maintain harbour marks, buoys, lights, and beacons, within the limits of the Port of Lyttelton, or the approaches thereto; subject, however, to such directions as may from time to time be issued by the Commissioner of Customs, as to the size, position, and colour of such harbour marks, buoys, and beacons, and, in the case of lights, to the approval first obtained of the said Commissioner of Customs: Also such of the powers vested in the Governor by the said seventh section as enable him to appoint, suspend, or remove Port or Harbour Masters, and other officers of the port or harbour: Provided that this delegation shall be limited to the Port of Lyttelton.

The Port of Lyttelton referred to in the foregoing Order in Council is defined in a warrant bearing date the twentieth day of November, one thousand eight hundred and sixty-eight, and published in the *New Zealand Gazette* of the twenty-third day of November in the same year.

FORSTER GORING,
Clerk of the Executive Council.

Delegation of Governor's Powers under Sections 12 and 42 of "Marine Act, 1867," to the Lyttelton Harbour Board.

NORMANBY, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this nineteenth day of February, 1877.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the sixth section of "The Marine Act, 1867," (hereinafter called "the said Act,") it is, among other things, enacted that the Governor in Council may from time to time delegate all or any of the powers vested in him by the said Act, subject to any restrictions or stipulations which may be specified in such order: And whereas by virtue

of an Act passed by the General Assembly of the Colony, intituled "The Lyttelton Harbour Board Act, 1876," a Harbour Board for the Port of Lyttelton has been constituted under the name of "The Lyttelton Harbour Board: And whereas it is expedient that the powers conferred upon the Governor by the twelfth and forty-second sections of the said Act should be delegated to the said Board as hereinafter provided:

Now, therefore, I, George Augustus Constantine, Marquis of Normanby, the Governor of the Colony of New Zealand, in pursuance and exercise of the hereinbefore recited power and authority, and by and with the advice and consent of the Executive Council of the said Colony, do hereby delegate unto the Lyttelton Harbour Board the powers vested in me by the twelfth and forty-second sections of the said Act: Provided, however, that this delegation shall extend and operate as far as regards the Port of Lyttelton only; and that the powers so delegated shall only be exercised by the said Board within the limits of the said port, as the same is defined in a warrant bearing date the twentieth day of November, one thousand eight hundred and sixty-eight, and published in the *New Zealand Gazette* of the twenty-third day of November in the said year.

FORSTER GORING,
Clerk of the Executive Council.

Land reserved for Drainage Purposes.

NORMANBY, Governor.

IN pursuance of the power and authority in me vested in this behalf by the Canterbury Land Regulations of the 9th February, 1856, and "The Waste Lands Administration Act, 1876," I hereby reserve the land in the Provincial District of Canterbury the boundaries whereof are described in the Schedule hereunto annexed, and for the purpose in the said Schedule specified.

As witness the hand of His Excellency the Governor, this fourteenth day of February, one thousand eight hundred and seventy-seven.

D. REID.

SCHEDULE.

ALL that parcel of land containing by admeasurement three hundred and five (305) acres, more or less, being Section numbered two thousand one hundred and seventy-one (2171), in red, situate in the Christchurch District. Bounded on the North-westward by road north-west of Section No. 4635; on the North-eastward by road south-west of Section No. 11212; on the South-eastward by Section No. 11214, road north-west of Section No. 574, and also by the road north-west of Section No. 26474; and on the South-westward by road south-west of Section No. 10121. Save and except Sections Nos. 4635 and 10121, which are included within the above-described boundaries.

And also all that parcel of land containing by admeasurement one hundred and nineteen (119) acres, more or less, being Section numbered two thousand one hundred and seventy-two (2172), in red, situate in the Christchurch District. Bounded on the North-westward by road north-west of Section No. 8990; on the North-eastward by that section; on the South-eastward by road south-east of said section; on the Westward and Northward by road east of Reserve No. 212 (in red); and on the Southward by Sections Nos. 10269 and 10308. Save and except Sections Nos. 8188, 6881, 7469, and 4075, which are included within the above-described boundaries.

For drainage purposes.

Limits of the Port of Foxton.

NORMANBY, GOVERNOR.

TO ALL TO WHOM THESE PRESENTS SHALL COME,
GREETING:

BY virtue of the power vested in me in this behalf by "The Marine Act, 1867," I, George Augustus Constantine, Marquis of Normanby, the Governor of New Zealand, do hereby cancel and annul the definition of the limits of the Port of Manawatu made by warrant under the hand of the Governor dated the twentieth day of November, in the year of our Lord one thousand eight hundred and sixty-eight, and do hereby order that for the purposes of "The Marine Act, 1867," the said port shall be called

THE PORT OF FOXTON,

and that the seaward limits of the said port shall be an arc of a circle of two nautic miles radius from the signal station.

Given under the hand of His Excellency the Most Honorable George Augustus Constantine, Marquis of Normanby, Earl of Mulgrave, Viscount Normanby, and Baron Mulgrave of Mulgrave, all in the County of York, in the Peerage of the United Kingdom; and Baron Mulgrave of New Ross, in the County of Wexford, in the Peerage of Ireland; a Member of Her Majesty's Most Honorable Privy Council; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; at the Government House, at Wellington, this fourteenth day of February, in the year of our Lord one thousand eight hundred and seventy-seven.

CHARLES C. BOWEN.

Judge of Assessment Court for County under "The Rating Act, 1876," appointed.

NORMANBY, GOVERNOR.

IN pursuance and exercise of all powers and authorities vested in me by "The Rating Act, 1876," I, George Augustus Constantine, Marquis of Normanby, the Governor of the Colony of New Zealand, do hereby appoint the person named in the Schedule hereto to be the Judge of the Assessment Court for the district comprised within the county placed opposite his name.

Given under the hand of His Excellency the Most Honorable George Augustus Constantine, Marquis of Normanby, Earl of Mulgrave, Viscount Normanby, and Baron Mulgrave of Mulgrave, all in the County of York, in the Peerage of the United Kingdom; and Baron Mulgrave of New Ross, in the County of Wexford, in the Peerage of Ireland; a Member of Her Majesty's Most Honorable Privy Council; Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same; at the Government House, at Wellington, this nineteenth day of February, in the year of our Lord one thousand eight hundred and seventy-seven.

CHARLES C. BOWEN.

SCHEDULE.

Name of Person appointed.	District.
Andrew Bonar, Esq., of Kaukapakapa	The district comprised within the County of Hobson.

Mail and Transport Services, New Caledonia.

Colonial Secretary's Office,
Wellington, 12th February, 1877.

HIS Excellency the Governor has been pleased, at the request of the Governor of New Caledonia, to direct the publication of the following Conditions on which Tenders are invited for Mail and Transport Services on the coast of New Caledonia and its dependencies.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Duration of the Contract—from 1st July, 1877, to 30th June, 1880.

CONDITIONS to be observed by Tenderers and Contractors for the Performance of the Mail and Transport Service between Noumea and various points of call along the Coast of New Caledonia and its Dependencies.

Article 1. The present contract has for object a service of maritime conveyance between Noumea and the localities hereunder mentioned:—

Noumea to the Baie-du-Sud ...	33 miles.
Baie-du-Sud to Lison ...	118 "
Lison to Ehio ...	67 "

Ehio to Canala	26 miles.
Canala to Honailou	25 "
Honailou to Outbache	78 "
Outbache to Pam	24 "
Pam to Gomen	90 "
Gomen to Bourail	97 "
Bourail to Teremba	30 "
Teremba to Noumea... ..	49 "

(Vide Articles 15 and 4.)

It will be optional with the Government (Convention of 6th March, 1876) that the service commence either at Teremba and continue by the West Coast, or at the Baie-du-Sud and continue by the East Coast.

The steamer performing the service will be required to calculate her departure from Lison so as not to enter the Channel of Havannah before 9 a.m.

Whenever the Government shall not decide to the contrary, or not intimate such decision to the contractors at least five hours before departure of the steamer, the voyage shall take place by the West Coast and East Coast alternately.

Article 2. The service has to be carried out in regular correspondence with the New Caledonia Mail Steamers carrying the European Mails between Australia and New Caledonia, and *vice versa*.

Article 3. The departure shall take place from Noumea within five days after arrival of the European Mail; and the steamer has to return, if possible, to Noumea about the due date of arrival in the said port of the Australian Mail.

The contract vessel has to be in good seaworthy condition, so as to be able to undertake the following voyage.

Regarding the conveyance of correspondence, the Contractor has to act in accordance with section 2, 4th chapter of the local agreement of the 4th April, 1876, concerning the organization of the Postal Service in New Caledonia.

Article 4. The Contractor has to destine to the service one or more vessels, supplied with portable engines and capable of carrying a cargo of 150 tons, the vessels to be subject to the approval of a Government Commission at Noumea.

The same vessels have to be examined at least twice a year.

Article 5. These vessels shall be regulated in such manner as to set apart 6 berths at 2 beds or more in the cabin for first-class passengers, 6 berths at 3 or 4 beds in the cabin for second-class passengers, and 30 places under the shelter of a spar-deck or *roussle* for passengers at the ration.

Article 6. In the ports, the first and second class passengers shall be embarked and landed by the expense of the ship; and those of third class as well as the whole of the luggage, by the Government. At Noumea, all the embarking and landing is under charge of the Government.

Article 7. The material, provisions, and various objects of shipment for the Government shall be brought alongside under ship's tackle.

The necessary ground for storage of coals will be placed gratuitously at the Contractor's disposal at Noumea, Canala, Pam, and Gomen, or on the adjacent islands.

Article 8. Twenty-four hours after arrival of the European Mail at Noumea, the Government shall notify to the Contractor the number and class of passengers, and their destination; the invoices of the cargo shall be communicated twenty-four hours after return of the vessel to Noumea.

Article 9. The Contractor will be held responsible to receive 6 passengers in first class, 6 passengers in second class, and 30 passengers at the ration (steerage).

The passengers' luggage shall form part of the cargo to be carried under contract.

Article 9. The Contractor can only be held to receive during the voyage the number of passengers which would, after the various landings, complete the number indicated in Article 8.

Article 10. The Contractor will be bound to provide the first-class passengers with the necessary furniture and bedding, as on other mail steamers.

Article 11. The vessels employed in the service shall have two tables:—1. The captain's table, where first-class passengers are received. 2. Table for second-class passengers. The passengers at the ration shall eat from their plates.

It will be allowed, beyond the subsidy, for every passenger:—

Passengers with wine	{ 1st class, 8 francs per diem.
	{ 2nd " 3 " "
	{ 3rd " 1.50 " "

The ration shall be that of the seamen on board. For these expenses orders in favour of the Contractor shall be issued to passengers for delivery to the captain.

Article 12. The Contractor is bound to reserve at Noumea room for 100 tons of cargo for the Government, for transport to one or more of the localities mentioned in Article 1.

He will also be bound to receive in every port* two tons of sundry cargo for conveyance to Noumea, or any other port served by the steamer.

Article 13. For every passenger exceeding the number provided in Article 8, for every ton of provisions, material, and other cargo in excess of the quantity specified in Article 12, the Contractor shall be paid at a rate which he shall be required to publish in the official *Gazette* of New Caledonia.

Article 14. The vessels destined for this service have to carry the French flag, and shall come under the "Exceptional registration," as provided by the rules in force.

Article 15. The duration of the contract is fixed from 1st July, 1877, to 30th June, 1880.

There is no sum given as basis for the said contract.

The contracting party have to fix their price in francs, at so much per voyage.

The Contractors shall further state what additional sum he would claim in the event of Gatope being made a port of call.

Article 16. The security to be furnished by the Contractor as a guarantee for the fulfilment of his contract is fixed at 8,000 francs, which have to be remitted to the Treasury in ready money or notes of the Caledonian Bank within ten days from the notification of the acceptance of his tender being given to the Contractor. Beyond this security, the Contractors have to give an additional bail of 40,000 francs, represented by real property, on which a first hypothecation shall be taken.

Article 17. If a voyage should happen to fail, the deposit of 8,000 will be forfeited.†

* Supplementary Convention, 13th April, 1874, Art. 9.

† In consequence of questions put to the Government on the subject of the execution of the clauses of Articles 3 and 17 of the Contract Regulations of the 13th June, 1872 (3 and 17 of the present Regulations), it has been decided by Government in Council on the 3rd September, 1872, that the Articles in question have to be executed under the following conditions:—

Article 3. The transport-vessel has to remain at anchor at least three hours during daylight in the port it visits, and the nearest possible to the landing-place, in order to facilitate the unloading.

The duration of the stay shall be in proportion to the quantities to be discharged, as:—

For 1-10 tons, 4 hours; and so for every additional 10 tons or fraction of 10 tons up to 100 tons.

It must be understood that the operation of unloading can take place at daylight only.

Article 17. (Old and new.) In case of stress of weather or other unavoidable cause, preventing compliance with the con.

Article 18. The Contractor, by informing the Government beforehand, can leave out two trips per annum from thirteen.

Article 19.—Every competitor must attach to his tender a receipt for a deposit of the sum of 1,000 francs with the Treasury, as a guarantee for the sincerity of his tender.

This deposit will be restored immediately after a tender has been accepted to those who have not been declared Contractors.

It will be refunded to the Contractor only after giving the special security provided by Article 16.

The payment of the security has to be effected to the Treasury within twenty days from the date of the notification to the Contractor of the acceptance of his tender by the Governor in Council.

Article 20. The payment of the subsidy and all the other accounts will take place at Noumea at the end of each voyage, upon a certificate by the Harbour Master stating that the trip was effected according to the conditions of the Contract Regulations, and on the production of invoices and bills of lading proving that the service has been duly executed.

In leaving each revictualling point, the captain has to get, for his discharge, a receipt for the packages delivered in good condition: should this be the case, he shall receive an *état néant* (state of discharge).

It is only by means of these justifications that the payment will be effected.

These payments will be made either by cash or drafts on the Central Treasurer in Paris, under deduction of 3 per cent. for the benefit of the fund for naval invalids, according to Article 23 of the legislation for finances of the 8th July, 1852.

In case of packages marked in similar shape having been landed in any other station than that of their real destination, a caution-fine of 100 francs for each packet so landed can be inflicted, without any prejudice whatever to legal proceedings against the Contractor in case of loss of the packages.

Article 21. The duties for stamping and registering the present contract rests with the Contractor, who will be bound to furnish, at his costs, 25 copies of the present Contract Conditions, as well as *procès verbal* and contract bond, which have to follow.

Article 22. In case of death or bankruptcy of the Contractor, the heirs or parties concerned can carry on the contract only with the approval of the Governor in Council.

Article 23. In case of a tender where it would seem that all of the offered conditions would not be accepted, the Governor in Council can reject such tender.

Article 24. The adjustment will take place at Noumea, with publicity, on the 1st March, 1877, at 2 p.m., in the office of the Director for the Interior, when the sealed tenders will be opened by this official, assisted by the Chief of the Third Office.

Article 25. Tenders must be distinctly written and indorsed "Offer for Public Contract for the Performance of Transport Services." (By sea between Noumea and various points along the Coast of New Caledonia.)

They must be signed by the tenderer or his private attorney resident in the colony. In this latter case, they have to be accompanied by a power of attorney, which can be given by public act or private seal, even by simple letter only.

These tenders shall not contain any restrictive or

ditions of the Contract Regulations, the captain of the ship will have to make a well-grounded report, which shall be submitted to the examination by a nautical commission, consisting of first ship officer or harbour-master at Noumea, one member of the Tribunal of Commerce, appointed by the President, an officer of the mercantile marine; finally, the matter would be laid before the Council.

exceptional clause, and shall be according to formula appended to these Contract Conditions.

The competitors are admitted to make the deposit of their tenders only within the fifteen minutes following the hour indicated in Article 24 for the opening of the sitting.

Article 26. Any tender which is not written on stamped paper will be set aside.

Article 27. In the event of several tenders being of the same amount, and this amount being found the lowest tendered at, these tenderers would then be permitted during the continuance of the sitting to write out fresh tenders privately in the sitting-room. No reduction less than 5 per cent. will be received. If these new offers, which can be written once only, should still agree in their respective amounts, the Commissioner will then be empowered to proceed to draw lots.

Article 28. The results of the competition will be stated by a *procès verbal* relating all the circumstances of the proceeding.

If the Contractor or his representative should refuse to sign either the *procès verbal* of the sitting or his engagement transcribed at the continuation of the said *procès verbal*, or if, in the delays fixed by Article 20, he has not realized the necessary security, the guarantee deposit shall be forfeited to the Treasury.

Article 29. All disputes relative to the present contract shall be decided by the Government. The same will apply to those which may occur through errors in shipping and discharging.

Noumea, the 8th November, 1876.

The Chief of the 3rd Office,
(Sd.) MALIGNON.

Seen and submitted to the approbation of the Admiral Governor in Council.

The Director for the Interior,
(Sd.) ED. LITTAYE.

Approved in the sitting of the Council on 13th November, 1876.

The Rear-Admiral Governor,
(Sd.) DE PRITZBUER.

FORM OF TENDER.

I, the undersigned [*Name, Christian name, and qualification*], living in New Caledonia, and having elected Noumea as residence, acting for my own account [*or, if he is Agent acting under power of attorney for a foreign party, or one not in the colony, acting in the name and for account of Mr. (Name, Christian name, and qualification)*], by virtue of powers he has conferred upon me, and which I attach herewith] declare, after having taken due notice of the Contract Conditions relative to the maritime transport between Noumea and various points of New Caledonia, for which I make a tender, to engage myself to the Director of the Interior, stipulating in the name of the colony, to carry out this transport at the conditions stipulated in the contract, at _____ francs for voyage.

In the event of Gatopi being made a port of call, the said amount must be increased by _____ francs.

Noumea, the _____, 1876

(Signature, distinctly written.)

For true copy, seal and signature of the Director for the Interior.

Resignation of Registration and Returning Officer accepted.

Colonial Secretary's Office,
Wellington, 15th February, 1877.

HIS Excellency the Governor has been pleased to accept the resignation by

JOSEPH GILES, Esq.,

of his appointments as Registration and Returning Officer for the election of Members of the House of Representatives for the District of Wanganui.

CHARLES C. BOWEN,

(in the absence of the Colonial Secretary).

Registration and Returning Officer appointed.

Colonial Secretary's Office,
Wellington, 16th February, 1877.

HIS Excellency the Governor has been pleased to appoint

EDWARD HARDCASTLE, Esq.,

to be Registration and Returning Officer for the election of Members of the House of Representatives for the District of Wanganui. This appointment dates from the 15th instant.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Registrar of Births, Deaths, and Marriages appointed.

Colonial Secretary's Office,
Wellington, 16th February, 1877.

HIS Excellency the Governor has been pleased to appoint

FERDINAND FALCK, Esq.,

to be the Registrar of Births, Deaths, and Marriages, and also Vaccination Inspector, for the District of Wakatipu, as the same is defined in Proclamation of the 8th day of May, 1873, and published in the *New Zealand Gazette*, No. 28, of the 9th day of May, 1873.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Registrar of Births, Deaths, and Marriages appointed.

Colonial Secretary's Office,
Wellington, 19th February, 1877.

HIS Excellency the Governor has been pleased to appoint

ALEXANDER PROCTOR, Esq.,

to be the Registrar of Births, Deaths, and Marriages, and also Vaccination Inspector, for the District of Waimate, as the same is defined in Proclamation of the 8th day of May, 1873, and published in the *New Zealand Gazette*, No. 28, of the 9th day of May, 1873.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Deputy Registrar of Births, Deaths, and Marriages appointed.

Colonial Secretary's Office,
Wellington, 19th February, 1877.

HIS Excellency the Governor has been pleased to appoint

ALEXANDER ROSS, Esq.,

to be the Deputy of the Registrar of Births, Deaths, and Marriages for the District of Manuherikia, as the same is defined in Proclamation of the 8th day of May, 1873, and published in the *New Zealand Gazette*, No. 28, of the 9th day of May, 1873.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Rangers under "The Protection of Animals Act, 1876," appointed.

Colonial Secretary's Office,
Wellington, 17th February, 1877.

HIS Excellency the Governor has been pleased to appoint the following persons to be Rangers under "The Protection of Animals Act, 1876," viz.,—

Inspector Robert Bullen.
" William Stone Pardy.
Sergeant Jeremiah O'Connor.
" Michael Egan.

Sergeant Andrew Clark.
" Bernard Greene.
" James Jackson.
" John Donovan.
Detective George Jeffery.
" Martin Grace.
" Samuel Brennan.
Constable Thomas Bullen.
" Richard Stapleton.
" Thomas Graham.
" William Walker.
" Michael Naughton.
" Joshua Hutchison.
" John Gannon.
" Patrick John McGovern.
" Charles Limmer.
" Jonas Abrams.
" Patrick Bourke.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Revising Barrister appointed.

Colonial Secretary's Office,
Wellington, 20th February, 1877.

HIS Excellency the Governor has been pleased to appoint

FRANCIS MORRIS PRESTON BROOKFIELD, Esq., to be a Revising Barrister under "The Building Societies Act, 1876," for the District of Auckland.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Clerk of Assessment Court appointed.

Colonial Secretary's Office,
Wellington, 21st February, 1877.

HIS Excellency the Governor has been pleased to appoint

JOSEPH HENRY BENNETT, Esq.,

to be Clerk of the Assessment Courts, under section 24 of "The Rating Act, 1876," for the City of Christchurch Municipality; and for the Ashburton, Upper Ashburton, Avon, Ellesmere, Halswell, Heathcote, Lincoln Road, Mount Somers, Rakaia South, Riccarton, Spreydon, Springs, and Templeton Road Districts; and also for the Christchurch Drainage District.

D. REID,
(in the absence of the Colonial Secretary).

Letters of Naturalization issued.

Colonial Secretary's Office,
Wellington, 21st February, 1877.

HIS Excellency the Governor has been pleased to issue Letters of Naturalization under "The Aliens Act, 1866," in favour of the under-mentioned persons, viz.,—

Name.	Occupation.	Residence.
Edward Nielsen ...	Wesleyan Minister	Palmerston North.
Friedrich Heinrich Oswald Wahl	Settler	Norsewood.
Jens Christian Petersen	Settler	Norsewood.
Christian Edward Petersen	Settler	Norsewood.
Otter Christoffersen ...	Storekeeper	Norsewood.
Cheong Hin ...	Merchant	Dunedin.
Ferdinand Gutzewitz ...	Butcher	Oxford, Canterbury.
John Hahn ...	Bushman	Oxford, Canterbury.
Wilhelm Neithe ...	Bushman	Oxford, Canterbury.

CHARLES C. BOWEN,
(in the absence of the Colonial Secretary).

Certificated Accountants in Bankruptcy appointed.

Department of Justice,
Wellington, 20th February, 1877.

IT is hereby notified, that His Honor the Chief Justice has appointed

JOHN MATTHEW TAYLOR, of Wellington,
HARMOOD ARTHUR BANNER, of Napier, and
CHARLES BONFIELD HOADLEY, of Napier;
that His Honor Mr. Justice Williams has appointed
MATTHEW WILLIAM HAWKINS, of Dunedin;
and that Mr. District Judge Harvey has appointed
FRANZ WILLIAM FREDERICK GEISOW, of
Queenstown, and
JAMES FRANCIS TULLY, of Queenstown;
to be Certificated Accountants in Bankruptcy.

D. REID,
(for the Minister of Justice).

Member of Timaru Harbour Board elected.

Customs Department (Marine Branch),
Wellington, 21st February, 1877.

IT is hereby notified that the Mount Peel Road Board has elected

Sir THOMAS TANCRED, Bart.,
to be a Member of the Timaru Harbour Board.

D. REID,
(in absence of Commissioner of Customs).

NOTICE TO MARINERS.

No. 4 of 1877.

Customs Department (Marine Branch),
Wellington, 14th February, 1877.

THE following Hydrographical Memorandum, received from the Commodore Commanding the Australian Station, is published for general information.

GEO. McLEAN.

Dundas Straits, Clarence Straits, Port Darwin, Cartier Island, Howard's Passage, Investigator's Straits; also Spring Bay, East Coast of Tasmania.

"Wolverene," at Sydney,
26th January, 1877.

Hydrographic Memo. No. 14.

THE accompanying Hydrographic information relative to parts of the Australian Station is promulgated for general information.

A. H. HOSKINS,
Commodore.

To the respective Captains and Officers
Commanding Her Majesty's Ships on
the Australian Station.

*Hydrographical information furnished by Officers of
H.M. Ship "Barracouta," 30th September, 1876.*

DUNDAS STRAIT. Chart 1044; Aust. Dir., vol. iii. pp. 85, 89, 90.

The shoal ground between the eastmost point of Melville Island and Cape Keith extends much farther towards Cape Keith. With Cape Keith bearing S. 60° W. mag. about 5' or 6', the "Barracouta" passed over a patch of 4 fathoms. In the Strait, owing to the water being so thick, the shoals are not discernible, and all through the Clarence and Dundas Straits the soundings are very irregular.

VERNON ISLAND, CLARENCE STRAITS. Chart 1044; Chart 18, Port Darwin; Aust. Dir., vol. iii. pp. 90, 96-97.

The following information was received from the

Harbour Master at Port Darwin by the "Barracouta":—

Between New Year's Island and McCluer Island is very patchy.

The tides and currents off Port Essington and along the coast are very irregular, more particularly towards the change of the monsoon. It is extremely dangerous to navigate at night near the coast, and there are many patches of foul ground from New Year's Island round by Port Essington, Trepang Bay, and Blue Mud Bay (Aust. Dir., vol. iii. p. 84), next west of it and through Dundas Straits. I should strongly recommend that no vessel should voyage along the coast except with good daylight, and never at night unless compelled.

PORT DARWIN. Chart 18.

Port Darwin.—W. $\frac{1}{2}$ S. $\frac{1}{4}$ off Tale Head is a rock which is awash at very low tides.

A small black buoy has been placed near the north end of the sandspit, north of Emery Point. It will shortly be replaced by a much larger one.

SHOAL WATER NEAR CARTIER ISLAND, Lat. 12° 32' S. Long. 124° 8' E. Aust. Dir., vol. iii., Edu. 1863, p. 150; Charts 1047, 2759 A.

Shoals.—24th Sept., 9.20 a.m. Sounded in 10 fathoms, ran along to the westward about one mile in 10 to 12 fathoms, then got no soundings for about a mile, then 10 fathoms again for about a mile. Tide ripples. Bottom, white sand and coral and black rocks. Running from eastward to westward, it appeared to extend—including the channel—about 3', and to the northward and southward it could be seen about an equal distance, viz. about 1½ mile on each side of the ship.

SAND ISLET, NEAR POSITION OF CARTIER ISLAND,
ditto, ditto.

By very good morning and afternoon sights, "Barracouta" passed Sand Islet (which may be Cartier Island out of position) at 5.30 p.m. By sight and bearing at that time, islet N. 10° E. mag., makes the islet to be in lat. 12° 28' S., long. 123° 37' S. Nothing was seen of Cartier Islet at noon. Heavy breakers on W.N.W. side of islet.

Copy of Notices to Mariners received from the President of the Marine Board, South Australia.

SOUTH AUSTRALIA—NORTHERN TERRITORY, HOWARD'S PASSAGE, VERNON ISLANDS.

That a cheese-shaped buoy, surmounted with triangle and ball, painted red, has been placed off the east end of the middle Vernon Island in 5½ fathoms at low water.

A similar buoy to the above, and surmounted in the same manner, also painted red, has been placed on the west spit of the middle Vernon Island, in 7½ fathoms at low water.

The following sailing directions are recommended for vessels coming from the north-eastward.

Give the red buoy on the east end of the island a berth of one-sixth of a mile, continuing a southerly course until the red buoy on the west spit shows well open to the south of middle island, then shape a course through the passage, a good look-out being kept for the Henry Ellis Reef, just awash at low water. On no account should vessels attempt to go between the middle and north Vernon Islands.

SOUTH AUSTRALIA—INVESTIGATOR'S STRAITS.

That on board the steamer "Governor Musgrave," during a passage from Wedge Island towards Investigator's Straits, a very heavy break was observed about one mile W. by N. mag. from Emmes Reef. At the time a moderate S.W. gale was blowing, with a high sea from the same quarter. As this break

does not appear on the Admiralty Charts, masters of vessels trading to or from Spencer's Gulf are hereby cautioned while navigating in this locality.

Hydrographic information furnished by Officers of H.M. ship "Sappho."

SPRING BAY. Chart 1079; Aust. Dir., vol. i. p. 480.

Spring Bay, East Coast of Tasmania.—Entrance points S. 48° E. mag. S. 24° W., or in place of 4 fathoms on chart No. 1079, a shoal of 10 feet exists, and shoal water extends across the Bay to the northward of the position given. This bay is open to the S.S.E., but the holding ground is excellent, and probably the force of the sea would be greatly broken by the shoal water between Maria Island and Tasmania. It is said to be much used by coasters and whalers as a port of shelter in southerly gales. The time of H.W. F. and C. at Launceston, River Tamar, as given by Chart No. 1080, is incorrect: it should be as shown in Tide Tables for 1876.

NOTICE TO MARINERS.

No. 6 of 1877.

Customs Department (Marine Branch),
Wellington, 14th February, 1877.

THE following Notices to Mariners, received from the Marine Board at Sydney, are published for general information.

GEO. MCLEAN.

NOTICE.—On and after the 1st proximo, the descriptive flags hitherto used on Nobbys will be discontinued, and hoisted on the New Signal Mast lately erected on Old Signal Hill. The only signals to be used on Nobbys are the tidal signals, steamers down the river, state of the bar, and flag for Health Officer.

By order of the Local Marine Board.

W. F. WEATHERILL.

Newcastle, 20th January, 1877.

NOTICE.—Moorings with buoy attached have been laid down in twenty-two (22) feet water, ninety (90) fathoms from the breakwater, to which all vessels arriving with gunpowder or other explosives on board for the Magazine can be moored, and where they can swing in twelve (12) feet at low water.

By order of the Local Marine Board.

W. F. WEATHERILL.

Newcastle, 20th January, 1877.

Despatches from the Secretary of State.

Customs Department (Marine Branch),
Wellington, 12th February, 1877.

THE following despatches from Her Majesty's Principal Secretary of State for the Colonies, with their enclosures, are published for general information.

CHARLES C. BOWEN,
(in absence of Commissioner of Customs).

[CIRCULAR.]

Downing Street, 8th September, 1876.

SIR,—With reference to my Circular Despatch of the 22nd October, 1875, I have the honor to transmit to you a copy of "The Merchant Shipping Act, 1876."

2. I also transmit to you a copy of a letter from the Board of Trade, calling special attention to certain sections of the Act.

3. You will perceive that the Board of Trade promise further communications respecting some of the

more important provisions of this measure which particularly affect the British possessions; and I need now only add that, as your Government is doubtless aware, a great amount of consideration was given, during the framing of the Act, to its bearing upon the Colonial shipping interests.

I have, &c.,

CARNARVON.

The Officer Administering
the Government of New Zealand.

The Board of Trade to the Colonial Office.

Board of Trade, Whitehall Gardens,

(No. 11,740.) 24th August, 1876.

SIR,—I am directed by the Board of Trade to call the attention of the Secretary of State to "The Merchant Shipping Act, 1876," and to suggest that it should at once be forwarded to each of the colonies. Some of the clauses will have operation throughout the Empire, and some in the United Kingdom only.

As regards those which have operation in the United Kingdom, it will be observed that in clauses 6 and 7, which provide for the detention of unseaworthy ships in the United Kingdom, provision is made for appointing as Assessors of the Court of Survey, which when differences arise will have to decide the case, persons to be recommended by the Governments of the different British possessions.

It will probably be well to wait till the machinery of these Courts is more complete than it is at present, before attempting to put this provision into operation, and the Board of Trade will communicate again on the subject.

By clause 17, provision is made enabling Her Majesty, by Order in Council, to make certificates granted after survey in British possessions abroad, of equal validity in the United Kingdom with certificates of survey granted in the United Kingdom under the Merchant Shipping Acts, so that unnecessary surveys may be dispensed with. The Board of Trade will be ready to inquire and report to Her Majesty upon any application made under this section.

Under section 23, space occupied by deck cargo is to be measured and charged for. Detailed instructions under this section are in preparation and will be sent to the Secretary of State.

The special attention of the Governments of the British possessions in North America, and of any other British possession from which timber is exported, should be called to clause 24, prohibiting the importation into the United Kingdom of certain deck loads of timber in the winter months, and ample notice of this enactment should be given to persons interested in ships and shipping of these possessions.

The remainder of the sections of this Act require no special comment from this Board.

I have, &c.,

T. H. FARRER.

The Under Secretary of State,
Colonial Office.

MERCHANT SHIPPING ACT, 1876.

CHAPTER 80.

AN ACT to amend the Merchant Shipping Acts.

[15th August, 1876.]

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

Preliminary.

1. This Act may be cited as "The Merchant Shipping Act, 1876."

2. This Act shall be construed as one with "The Merchant Shipping Act, 1854," and the Acts amending the same; and the said Acts and this Act may be cited collectively as "The Merchant Shipping Acts, 1854 to 1876."

3. This Act shall come into operation on the first day of October, 1876 (which day is in this Act referred to as the commencement of this Act); nevertheless any Orders in Council and general rules under this Act may be made at any time after the passing of this Act, but shall not come into operation before the commencement of this Act.

Unseaworthy Ships.

4. Every person who sends or attempts to send, or is party to sending or attempting to send, a British ship to sea in such unseaworthy state that the life of any person is likely to be thereby endangered, shall be guilty of a misdemeanour, unless he proves that he used all reasonable means to insure her being sent to sea in a seaworthy state, or that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable, and for the purpose of giving such proof he may give evidence in the same manner as any other witness.

Every master of a British ship who knowingly takes the same to sea in such unseaworthy state that the life of any person is likely to be thereby endangered shall be guilty of a misdemeanour, unless he proves that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable, and for the purpose of giving such proof he may give evidence in the same manner as any other witness.

A prosecution under this section shall not be instituted except by or with the consent of the Board of Trade, or of the Governor of the British possession in which such prosecution takes place.

A misdemeanour under this section shall not be punishable upon summary conviction.

5. In every contract of service, express or implied, between the owner of a ship and the master or any seaman thereof, and in every instrument of apprenticeship whereby any person is bound to serve as an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the owner of the ship that the owner of the ship, and the master, and every agent charged with the loading of the ship, or the preparing thereof for sea, or the sending thereof to sea, shall use all reasonable means to insure the seaworthiness of the ship for the voyage at the time when the voyage commences, and to keep her in a seaworthy condition for the voyage during the same: Provided that nothing in this section shall subject the owner of a ship to any liability by reason of the ship being sent to sea in an unseaworthy state where, owing to special circumstances, the so sending thereof to sea is reasonable and justifiable.

6. Where a British ship, being in any port of the United Kingdom, is, by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, having regard to the nature of the service for which she is intended, any such ship (hereinafter referred to as "unsafe") may be provisionally detained for the purpose of being surveyed, and either finally detained or released, as follows:—

(1.) The Board of Trade, if they have reason to believe on complaint, or otherwise, that a British ship is unsafe, may provisionally order the detention of the ship for the purpose of being surveyed.

(2.) When a ship has been provisionally detained there shall be forthwith served on the

master of the ship a written statement of the grounds of her detention, and the Board of Trade may, if they think fit, appoint some competent person or persons to survey the ship and report thereon to the Board.

(3.) The Board of Trade, on receiving the report, may either order the ship to be released or, if in their opinion the ship is unsafe, may order her to be finally detained, either absolutely or until the performance of such conditions with respect to the execution of repairs or alterations, or the unloading or reloading of cargo, as the Board think necessary for the protection of human life, and may from time to time vary or add to any such order.

(4.) Before the order for final detention is made, a copy of the report shall be served upon the master of the ship, and within seven days after such service the owner or master of the ship may appeal in the prescribed manner to the Court of Survey (hereinafter mentioned) for the port or district where the ship is detained.

(5.) Where a ship has been provisionally detained, the owner or master of the ship, at any time before the person appointed under this section to survey the ship makes such survey, may require that he shall be accompanied by such person as the owner or master may select out of the list of Assessors for the Court of Survey (nominated as hereinafter mentioned); and in such case if the Surveyor and Assessor agree, the Board of Trade shall cause the ship to be detained or released accordingly; but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the like appeal touching the report of the Surveyor as is before provided by this section.

(6.) Where a ship has been provisionally detained, the Board of Trade may at any time, if they think it expedient, refer the matter to the Court of Survey for the port or district where the ship is detained.

(7.) The Board of Trade may at any time, if satisfied that a ship detained under this Act is not unsafe, order her to be released either upon or without any conditions.

(8.) For the better execution of this section, the Board of Trade, with the consent of the Treasury, may from time to time appoint a sufficient number of fit officers, and may remove any of them.

(9.) Any officer so appointed (in this Act referred to as a detaining officer) shall have the same power as the Board of Trade have under this section of provisionally ordering the detention of a ship for the purpose of being surveyed, and of appointing a person or persons to survey her; and if he thinks that a ship so detained by him is not unsafe, may order her to be released.

(10.) A detaining officer shall forthwith report to the Board of Trade any order made by him for the detention or release of a ship.

7. A Court of Survey for a port or district shall consist of a Judge sitting with two Assessors.

The Judge shall be such person as may be summoned for the case in accordance with the rules made under this Act out of a list (from time to time approved for the port or district by one of Her Majesty's Principal Secretaries of State, in this Act referred to as a Secretary of State,) of wreck Commissioners appointed under this Act, stipendiary or metropolitan Police Magistrates, Judges of County

Courts, and other fit persons; but in any special case in which the Board of Trade think it expedient to appoint a Wreck Commissioner, the Judge shall be such Wreck Commissioner.

The Assessors shall be persons of nautical engineering or other special skill and experience; one of them shall be appointed by the Board of Trade, either generally or in each case, and the other shall be summoned in accordance with the rules under this Act by the Registrar of the Court, out of a list of persons periodically nominated for the purpose by the local Marine Board of the port, or, if there is no such Board, by a body of local shipowners or merchants approved for the purpose by a Secretary of State, or, if there is no such list, shall be appointed by the Judge. If a Secretary of State thinks fit at any time, on the recommendation of the Government of any British possession or any foreign State, to add any person or persons to any such list, such person or persons shall, until otherwise directed by the Secretary of State, be added to such list, and if there is no such list shall form such list.

The County Court Registrar, or such other fit person as a Secretary of State may from time to time appoint, shall be the Registrar of the Court, and shall, on receiving notice of an appeal or a reference from the Board of Trade, immediately summon the Court in the prescribed manner to meet forthwith.

The name of the Registrar and his office, together with the rules made under this Act relating to the Court of Survey, shall be published in the prescribed manner.

8. With respect to the Court of Survey the following provisions shall have effect:—

- (1.) The case shall be heard in open Court.
- (2.) The Judge and each Assessor may survey the ship, and shall have, for the purposes of this Act, all the powers of an Inspector appointed by the Board of Trade under "The Merchant Shipping Act, 1854."
- (3.) The Judge may appoint any competent person or persons to survey the ship and report thereon to the Court.
- (4.) The Judge shall have the same power as the Board of Trade have to order the ship to be released or finally detained, but unless one of the Assessors concurs in an order for the detention of the ship, the ship shall be released.
- (5.) The owner and master of the ship and any person appointed by the owner or master, and also any person appointed by the Board of Trade, may attend at any inspection or survey made in pursuance of this section.
- (6.) The Judge shall send to the Board of Trade the prescribed report, and each Assessor shall either sign the report or report to the Board of Trade the reasons for his dissent.

9. The Lord Chancellor of Great Britain may from time to time (with the consent of the Treasury so far as relates to fees) make, and when made revoke, alter, and add to general rules to carry into effect the provisions of this Act with respect to a Court of Survey, and in particular with respect to the summoning of and procedure before the Court, the requiring on an appeal security for costs and damages, the amount and application of fees, and the publication of the rules.

All such rules while in force shall have effect as if enacted in this Act; and the expression "prescribed," in the provisions of this Act relating to the detention of ships or Court of Survey, means prescribed by such rules.

10. If it appears that there was not reasonable and probable cause, by reason of the condition of the ship or the act or default of the owner, for the pro-

visional detention of the ship, the Board of Trade shall be liable to pay to the owner of the ship his costs of and incidental to the detention and survey of the ship, and also compensation for any loss or damage sustained by him by reason of the detention or survey.

If a ship is finally detained under this Act, or if it appears that a ship provisionally detained was, at the time of such detention, unsafe within the meaning of this Act, the owner of the ship shall be liable to pay to the Board of Trade their costs of and incidental to the detention and survey of the ship; and those costs shall, without prejudice to any other remedy, be recoverable as salvage is recoverable.

For the purposes of this Act, the costs of and incidental to any proceeding before a Court of Survey, and a reasonable amount in respect of the remuneration of the Surveyor or officer of the Board of Trade, shall be deemed to be part of the costs of the detention and survey of the ship; and any dispute as to the amount of costs under this Act may be referred to one of the Masters or Registrars of the Supreme Court of Judicature, who, on request made to him for that purpose by the Board of Trade, shall ascertain and certify the proper amount of such costs.

An action for any costs or compensation payable by the Board of Trade under this section may be brought against the Secretary thereof by his official title as if he were a corporation sole; and if the cause of action arises in Ireland, it shall be lawful for any of the superior Courts of common law in Ireland in which such action may be commenced to order that the summons or writ may be served on the Crown and Treasury Solicitor for Ireland, in such manner and on such terms as to extension of time and otherwise as to the Court shall seem fit, and that such service shall be deemed good and sufficient service of such summons or writ upon the Secretary of the Board of Trade.

11. Where a complaint is made to the Board of Trade or a detaining officer that a British ship is unsafe, the Board or officer may, if they or he think fit, require the complainant to give security to the satisfaction of the Board for the costs and compensation which he may become liable to pay as hereinafter mentioned.

Provided that where the complaint is made by one-fourth, being not less than three, of the seamen belonging to the ship, and is not in the opinion of the Board or officer frivolous or vexatious, such security shall not be required; and the Board or officer shall, if the complaint is made in sufficient time before the sailing of the ship, take proper steps for ascertaining whether the ship ought to be detained under this Act.

Where a ship is detained in consequence of any complaint, and the circumstances are such that the Board of Trade are liable under this Act to pay to the owner of the ship any costs or compensation, the complainant shall be liable to pay to the Board of Trade all such costs and compensation as the Board incur or are liable to pay in respect of the detention and survey of the ship.

12. (1.) A detaining officer shall have for the purpose of his duties under this Act the same powers as an Inspector appointed by the Board of Trade under "The Merchant Shipping Act, 1854."
- (2.) An order for the detention of a ship, provisional or final, and an order varying the same, shall be served as soon as may be on the master of the ship.
- (3.) When a ship has been detained under this Act she shall not be released by reason of her British register being subsequently closed.

- (4.) For the purposes of a survey of a ship under this Act, any person authorized to make the same may go on board the ship and inspect the same and every part thereof, and the machinery, equipments, and cargo, and may require the unloading or removal of any cargo, ballast, or tackle.
- (5.) The provisions of "The Merchant Shipping Act, 1854," with respect to persons who wilfully impede an Inspector, or disobey a requisition or order of an Inspector, shall apply as if those provisions were herein enacted, with the substitution for the Inspector of any Judge, Assessor, Officer, or Surveyor who under this Act has the same powers as an Inspector or has authority to survey a ship.

Foreign Ships Overloading.

13. Where a foreign ship has taken on board all or any part of her cargo at a port in the United Kingdom, and is whilst at that port unsafe by reason of overloading or improper loading, the provisions of this Act with respect to the detention of ships shall apply to that foreign ship as if she were a British ship, with the following modifications:—

- (1.) A copy of the order for the provisional detention of the ship shall be forthwith served on the Consular Officer for the State to which the ship belongs at or nearest to the place where the ship is detained:
- (2.) Where a ship has been provisionally detained, the Consular Officer, on the request of the owner or master of the ship, may require that the person appointed by the Board of Trade to survey the ship shall be accompanied by such person as the Consular Officer may select, and in such case, if the Surveyor and such person agree, the Board of Trade shall cause the ship to be detained or released accordingly; but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the appeal to the Court of Survey touching the report of the Surveyor which is before provided by this Act; and
- (3.) Where the owner or master of the ship appeals to the Court of Survey, the Consular Officer, on the request of such owner or master, may appoint any competent person who shall be Assessor in such case in lieu of the Assessor who, if the ship were a British ship, would be appointed otherwise than by the Board of Trade.

In this section, the expression "Consular Officer" means any Consul-General, Vice-Consul, Consular Agent or other officer recognized by a Secretary of State as a Consular Officer of a foreign State.

Appeal on Refusal of certain Certificates to Ships.

14. Whereas by section three hundred and nine of "The Merchant Shipping Act, 1854," and enactments amending the same, the owner of a passenger steamer, as defined in that Act, is required to cause the same to be surveyed by a Shipwright Surveyor and an Engineer Surveyor, and those Surveyors are required to give declarations of certain particulars with respect to the sufficiency or conformity with the Act of the ship and equipments, and to the limits beyond which the ship is not fit to ply, and to the number of passengers which the ship is fit to carry, and of other particulars in the said section mentioned; and the Board of Trade, under section three hundred and twelve of the same Act, issue a certificate upon such declarations, and the passenger steamer cannot lawfully proceed to sea without obtaining such certificate:

And whereas under sections eleven and fifty of "The Passengers Act, 1855," and the enactments amending the same, a passenger ship within the meaning of those sections (in this Act referred to as an emigrant ship) cannot lawfully proceed to sea without a certificate of clearance from an Emigration Officer, or other officer in those sections mentioned, showing that all the requirements of the said sections and enactments have been complied with, and that the ship is in the officer's opinion seaworthy, and that the passengers and crew are in a fit state to proceed to sea, and otherwise as therein mentioned:

And whereas by section thirty of "The Merchant Shipping Act Amendment Act, 1862," provision is made for preventing a ship from proceeding to sea in certain cases without a certificate from a Surveyor or person appointed by the Board of Trade to the effect that the ship is properly provided with lights, and with the means of making fog signals:

And whereas it is expedient to give in the said cases such appeal as hereinafter mentioned: Be it therefore enacted that—

If a shipowner feels aggrieved,

- (1.) By a declaration of a Shipwright Surveyor or an Engineer Surveyor respecting a passenger steamer under the above recited enactments, or by the refusal of a Surveyor to give the said declaration; or,
 - (2.) By the refusal of a certificate of clearance for an emigrant ship under the above-recited enactments; or,
 - (3.) By the refusal of a certificate as to lights or fog signals under the above-recited enactment,
- the owner may appeal, in the prescribed manner, to the Court of Survey for the port or district where the ship for the time being is.

On such appeal the Judge of the Court of Survey shall report to the Board of Trade on the question raised by the appeal, and the Board of Trade, when satisfied that the requirements of the report and the other provisions of the said enactments have been complied with, may—

- (1.) In the case of a passenger steamer give their certificate under section three hundred and twelve of "The Merchant Shipping Act, 1854," and
- (2.) In the case of an emigrant ship give, or direct the Emigration or other Officer to give, a certificate of clearance under the above-mentioned enactments; and
- (3.) In the case of a refusal of a certificate as to lights or fog signals, give, or direct a Surveyor or other person appointed by them to give, a certificate under section thirty of "The Merchant Shipping Act Amendment Act, 1862."

Subject to any order made by the Judge of the Court of Survey, the costs of and incidental to an appeal under this section shall follow the event.

Subject as aforesaid, the provisions of this Act with respect to the Court of Survey and appeals thereto, so far as consistent with the tenor thereof, shall apply to the Court of Survey when acting under this section, and to appeals under this section.

Where the survey of a ship is made for the purpose of a declaration or certificate under the above-recited enactments, the person appointed to make the survey shall, if so required by the owner, be accompanied on the survey by some person appointed by the owner; and in such case, if the said two persons agree, there shall be no appeal to the Court of Survey in pursuance of this section.

Scientific Referees.

15. If the Board of Trade are of opinion that an appeal under this Act involves a question of construction or design or of scientific difficulty or

important principle, they may refer the matter to such one or more out of a list of Scientific Referees from time to time approved by a Secretary of State, as may appear to possess the special qualifications necessary to the particular case, and may be selected by agreement between the Board of Trade and the appellant, or in default of any such agreement by a Secretary of State, and thereupon the appeal shall be determined by the Referee or Referees, instead of by the Court of Survey.

The Board of Trade, if the appellant in any appeal so require, and give security to the satisfaction of the Board to pay the costs of and incidental to the reference, shall refer that appeal to a Referee or Referees so selected as aforesaid.

The Referee or Referees shall have the same powers as a Judge of the Court of Survey.

Passenger Steamers and Emigrant Ships.

16. Any steamship may carry passengers not exceeding twelve in number although she has not been surveyed by the Board of Trade as a passenger steamer, and does not carry a Board of Trade certificate as provided by "The Merchant Shipping Act, 1854," with respect to passenger steamers.

17. Where the legislature of any British possession provides for the survey of and grant of certificates for passenger steamers, and the Board of Trade report to Her Majesty that they are satisfied that the certificates are to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, it shall be lawful for Her Majesty by Order in Council—

- (1.) To declare that the said certificates shall be of the same force as if they had been granted under the said Acts; and
- (2.) To declare that all or any of the provisions of the said Acts which relate to certificates granted for passenger steamers under those Acts shall, either without modification or with such modifications as to Her Majesty may seem necessary, apply to the certificates referred to in the Order; and
- (3.) To impose such conditions and to make such regulations with respect to the said certificates, and to the use, delivery, and cancellation thereof, as to Her Majesty may seem fit; and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

18. In every case where a passenger certificate has been granted to any steamer by the Board of Trade under the provisions of "The Merchant Shipping Act, 1854," and remains still in force, it shall not be requisite for the purposes of the employment of such steamer under the Passengers Acts that she shall be again surveyed in her hull and machinery in order to qualify her for service under "The Passengers Act, 1855," and the Acts amending the same; but for the purposes of employment under those Acts such Board of Trade certificate shall be deemed to satisfy the requirements of the Passengers Acts with respect to such survey, and any further survey of the hull and machinery shall be dispensed with; and so long as a steamship is an emigrant ship, that is a passenger ship within the meaning of "The Passengers Act, 1855," and the Acts amending the same, and the provisions contained in the said Passengers Acts as to the survey of her hull, machinery, and equipments have been complied with, she shall not be subject to the provisions of "The Merchant Shipping Act, 1854," with respect to the survey of and certificate for passenger steamers, or to the enactments amending the same.

19. Where a foreign ship is a passenger steamer subject to "The Merchant Shipping Act, 1854," and the Acts amending the same, or an emigrant ship subject to "The Passengers Act, 1855," and the Acts amending the same, and the Board of Trade are satisfied, by the production of a foreign certificate of survey attested by a British Consular Officer at the port of survey, that such ship has been officially surveyed at a foreign port, and are satisfied that the requirements of the said Acts, or any of them, are proved by such survey to have been substantially complied with, the Board may, if they think fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give, or direct one of their officers to give, a certificate which shall have the same effect as if given upon survey under the said Acts or any of them: Provided that Her Majesty may by Order in Council direct that this section shall not apply in the case of an official survey at any foreign port at which it appears to Her Majesty that corresponding provisions are not extended to British ships.

20. It shall be lawful for the Board of Trade, if satisfied that the food, space, accommodation, or any other particular or thing provided in an emigrant ship for any class of passengers is superior to the food, space, accommodation, or other particular or thing required by "The Passengers Act, 1855," and the Acts amending the same, to exempt such ship from any of the requirements of those Acts with respect to food, space, or accommodation, or other particular or thing, in such manner and upon such conditions as the Board of Trade may think fit.

21. Every sea-going passenger steamer and every emigrant ship shall be provided to the satisfaction of the Board of Trade—

- (1.) With means for making the signals of distress at night specified in the First Schedule to "The Merchant Shipping Act, 1873," or in any rules substituted therefor, including means of making flames on the ship which are inextinguishable in water, or such other means of making signals of distress as the Board of Trade may previously approve; and
- (2.) With a proper supply of lights inextinguishable in water and fitted for attachment to life buoys.

If any such steamer or ship goes to sea from any port of the United Kingdom without being so provided as required by this section, for each default in any of the above requisites the owner shall, if he appears to be in fault, incur a penalty not exceeding one hundred pounds, and the master shall, if he appears to be in fault, incur a penalty not exceeding fifty pounds.

Grain Cargoes.

22. No cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as "grain cargo," shall be carried on board any British ship, unless such grain cargo be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise.

If the managing owner or master of any British ship, or any agent of such owner who is charged with the loading of the ship or the sending her to sea, knowingly allows any grain cargo or part of a grain cargo to be shipped therein for carriage contrary to the provisions of this section, he shall for every such offence incur a penalty not exceeding three hundred pounds, to be recovered upon summary conviction.

Deck Cargoes.

23. If any ship, British or foreign, other than home trade ships as defined by "The Merchant Shipping Act, 1854," carries as deck cargo, that is to say,

in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, timber, stores, or other goods, all dues payable on the ship's tonnage shall be payable as if there were added to the ship's registered tonnage the tonnage of the space occupied by such goods at the time at which such dues become payable.

The space so occupied shall be deemed to be the space limited by the area occupied by the goods and by straight lines enclosing a rectangular space sufficient to include the goods.

The tonnage of such space shall be ascertained by an officer of the Board of Trade or of Customs, in manner directed by subsection four of section twenty one of "The Merchant Shipping Act, 1854," and when so ascertained shall be entered by him in the ship's official log book and also in a memorandum which he shall deliver to the master, and the master shall, when the said dues are demanded, produce such memorandum in like manner as if it were the certificate of registry, or, in the case of a foreign ship, the document equivalent to a certificate of registry, and in default shall be liable to the same penalty as if he had failed to produce the said certificate or document.

24. After the first day of November, one thousand eight hundred and seventy-six, if a ship, British or foreign, arrives between the last day of October and the sixteenth day of April in any year at any port in the United Kingdom from any port out of the United Kingdom, carrying as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, any wood goods coming within the following descriptions; that is to say,—

- (a.) Any square, round, waney, or other timber, or any pitch pine, mahogany, oak, teak, or other heavy wood goods whatever; or
- (b.) Any more than five spare spars or store spars, whether or not made, dressed, and finally prepared for use; or
- (c.) Any deals, battens, or other light wood goods of any description to a height not exceeding three feet above the deck;

the master of the ship, and also the owner, if he is privy to the offence, shall be liable to a penalty not exceeding five pounds for every hundred cubic feet of wood goods carried in contravention of this section; and such penalty may be recovered by action or on indictment or, to an amount not exceeding one hundred pounds (whatever may be the maximum penalty recoverable), on summary conviction.

Provided that a master or owner shall not be liable to any penalty under this section—

- (1.) In respect of any wood goods which the master has considered it necessary to place or keep on deck during the voyage on account of the springing of any leak, or of any other damage to the ship received or apprehended; or
- (2.) If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the last day of October as allowed a sufficient interval according to the ordinary duration of the voyage for the ship to arrive before that day at the said port in the United Kingdom, but was prevented from so arriving by stress of weather or circumstances beyond his control; or
- (3.) If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the sixteenth day of April as allowed a reasonable interval according to the ordinary duration of the

voyage for the ship to arrive after that day at the said port in the United Kingdom, and by reason of an exceptionally favourable voyage arrived before that day.

Provided further, that nothing in this section shall affect any ship not bound to any port in the United Kingdom which comes into any port of the United Kingdom under stress of weather, or for repairs, or for any other purpose than the delivery of her cargo.

Deck and Load-lines.

25. Every British ship (except ships under eighty tons register employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall be permanently and conspicuously marked with lines of not less than twelve inches in length and one inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the water way at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

26. With respect to the marking of a load-line on British ships, the following provisions shall have effect:—

- (1.) The owner of every British ship (except ships under eighty tons register employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or, if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.
- (2.) The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage.
- (3.) He shall also, upon so entering her, insert in the form of entry delivered to the Collector or other Principal Officer of Customs, a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.
- (4.) If default is made in delivering this statement in the case of any ship, any Officer of Customs may refuse to enter the ship outwards.
- (5.) The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of the crew, and no Superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made.
- (6.) The master of the ship shall also enter a copy of this statement in the official log-book.
- (7.) When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom.

27. With respect to the marking of a load-line on British ships employed in the coasting trade, the following provisions shall have effect:—

- (1.) The owner of every British ship employed

in the coasting trade on the coasts of the United Kingdom (except ships under eighty tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre:

- (2.) The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship, until notice is given of an alteration:
- (3.) He shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Collector or other Principal Officer of Customs of the port of registry of the ship, a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre:
- (4.) The owner, before the ship proceeds to sea, after any renewal or alteration of the disc, shall send or deliver to the Collector or other Principal Officer of Customs of the port of registry of the ship, notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines:
- (5.) If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding one hundred pounds:
- (6.) When a ship has been marked as by this section required, she shall be kept so marked until notice is given of an alteration.

28. Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, or who allows the ship to be so loaded as to submerge in salt water the centre of the disc, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding one hundred pounds.

If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding one hundred pounds.

Investigations into Shipping Casualties.

29. For the purpose of rendering investigations into shipping casualties more speedy and effectual, it shall be lawful for the Lord High Chancellor of Great Britain to appoint from time to time some fit person or persons to be a Wreck Commissioner or Wreck Commissioners for the United Kingdom, so that there shall not be more than three such Commissioners at any one time; and to remove any such Wreck Commissioner; and in case it shall become necessary to appoint a Wreck Commissioner in Ireland the Lord Chancellor of Ireland shall have the appointment and the power of removal of such Wreck Commissioner.

It shall be the duty of a Wreck Commissioner, at the request of the Board of Trade, to hold any formal investigation into a loss, abandonment, damage, or casualty (in this Act called a shipping

casualty) under the eighth part of "The Merchant Shipping Act, 1854;" and for that purpose he shall have the same jurisdiction and powers as are thereby conferred on two Justices; and all the provisions of "The Merchant Shipping Acts, 1854 to 1876," with respect to investigations conducted under the eighth part of "The Merchant Shipping Act, 1854," shall apply to investigations held by a Wreck Commissioner.

30. The Wreck Commissioner, Justices, or other authority holding a formal investigation into a shipping casualty shall hold the same with the assistance of an Assessor or Assessors of nautical engineering or other special skill or knowledge, to be appointed by the Commissioner, Justices, or authority out of a list of persons for the time being approved for the purpose by a Secretary of State.

The Commissioner, Justices, or authority, when of opinion that the investigation is likely to involve the cancellation or suspension of the certificate of a master or mate, shall, where practicable, appoint a person having experience in the merchant service to be one of the Assessors.

Each Assessor shall either sign the report made on the investigation, or report to the Board of Trade his reasons for his dissent therefrom.

The Lord High Chancellor of Great Britain may from time to time, with the consent of the Treasury so far as relates to fees, make, and when made revoke, alter, and add to general rules for carrying into effect the enactments relating to formal investigations into shipping casualties, and in particular with respect to the summoning of Assessors, the procedure, the parties, the persons allowed to appear, the notice to such parties and persons or to persons affected, and the amount and application of fees.

All such rules, while in force, shall have effect as if enacted in this Act.

Every formal investigation into a shipping casualty shall be conducted in such manner that if a charge is made against any person that person shall have an opportunity of making a defence.

31. A Wreck Commissioner may, at the request of the Board of Trade, by himself, or by some Deputy approved by the Board of Trade, institute the same examination as a Receiver of Wreck under section four hundred and forty-eight of "The Merchant Shipping Act, 1854," and shall for that purpose have the powers by that section conferred on a Receiver of Wreck.

32. In the following cases—

- (1.) Whenever any ship on or near the coasts of the United Kingdom or any British ship elsewhere has been stranded or damaged, and any witness is found at any place in the United Kingdom, or
- (2.) Whenever a British ship has been lost or is supposed to have been lost, and any evidence can be obtained in the United Kingdom as to the circumstances under which she proceeded to sea or was last heard of,

the Board of Trade (without prejudice to any other powers) may, if they think fit, cause an inquiry to be made or formal investigation to be held, and all the provisions of "The Merchant Shipping Acts, 1854 to 1876," shall apply to any such inquiry or investigation as if it had been made or held under the eighth part of "The Merchant Shipping Act, 1854."

33. A formal investigation into a shipping casualty may be held at any place appointed in that behalf by the Board of Trade, and all enactments relating to the authority holding the investigation shall, for the purpose of the investigation, have effect as if the place so appointed were a place appointed for the exercise of the ordinary jurisdiction of that authority.

Miscellaneous.

34. Where under "The Merchant Shipping Acts, 1854 to 1876," or any of them, a ship is authorized or ordered to be detained, any Commissioned Officer on full pay in the naval or military service of Her Majesty, or any Officer of the Board of Trade or Customs, or any British Consular Officer may detain the ship, and if the ship after such detention or after service on the master of any notice of or order for such detention proceeds to sea before it is released by competent authority, the master of the ship, and also the owner, and any person who sends the ship to sea, if such owner or person be party or privy to the offence, shall forfeit and pay to Her Majesty a penalty not exceeding one hundred pounds.

Where a ship so proceeding to sea takes to sea, when on board thereof in the execution of his duty, any officer authorized to detain the ship, or any Surveyor or Officer of the Board of Trade or Customs, the owner and master of the ship shall each be liable to pay all expenses of and incidental to the Officer or Surveyor being so taken to sea, and also a penalty not exceeding one hundred pounds, or, if the offence is not prosecuted in a summary manner, not exceeding ten pounds for every day until the officer or Surveyor returns, or until such time as would enable him after leaving the ship to return to the port from which he is taken, and such expenses may be recovered in like manner as the penalty.

35. Where any order, notice, statement, or document requires, for the purpose of any provision of this Act, to be served on the master of a ship, the same shall be served, where there is no master, and the ship is in the United Kingdom, on the managing owner of the ship, or if there is no managing owner, on some agent of the owner residing in the United Kingdom, or, where no such agent is known or can be found, by affixing a copy thereof to the mast of the ship.

Any such order, notice, statement, or document may be served by delivering a copy thereof personally to the person to be served, or by leaving the same at his last place of abode, or, in the case of a master, by leaving it for him on board the ship with the person being or appearing to be in command or charge of such ship.

Any person who obstructs the service of any order, notice, statement, or document on the master of a ship shall incur a penalty not exceeding ten pounds, and if the owner or master of the ship is party or privy to such obstruction he shall be guilty of a misdemeanour.

36. The name and address of the managing owner for the time being of every British ship registered at any port or place in the United Kingdom shall be registered at the custom house of the ship's port of registry.

Where there is not a managing owner there shall be so registered the name of the ship's husband or other person to whom the management of the ship is entrusted by or on behalf of the owner; and any person whose name is so registered shall, for the purposes of "The Merchant Shipping Acts, 1854 to 1876," be under the same obligations and subject to the same liabilities as if he were the managing owner.

If default is made in complying with this section the owner shall be liable, or, if there be more owners than one, each owner shall be liable, in proportion to his interest in the ship, to a penalty not exceeding in the whole one hundred pounds each time the ship leaves any port in the United Kingdom.

37. Whenever it has been made to appear to Her Majesty that the Government of any Foreign State is desirous that any of the provisions of "The Merchant Shipping Acts, 1854 to 1876," or of any Act hereafter to be passed amending the same, shall apply to the ships of such State, Her Majesty may, by Order in Council, declare that such of the said provisions as are in such Order specified shall (subject to the limitations, if any, contained in the Order) apply; and thereupon, so long as the Order remains in force, such provisions shall apply (subject to the said limitations) to the ships of such State, and to the owners, masters, seamen, and apprentices of such ships, when not locally within the jurisdiction of such State, in the same manner in all respects as if such ships were British ships.

38. Where Her Majesty has power under "The Merchant Shipping Act, 1854," or any Act passed or hereafter to be passed amending the same, to make an Order in Council, it shall be lawful for Her Majesty from time to time to make such Order in Council, and by Order in Council to revoke, alter, or add to any Order so made.

Every such Order in Council shall be published in the *London Gazette*, and shall be laid before both Houses of Parliament within one month after it is made, if Parliament be then sitting, or if not, within one month after the then next meeting of Parliament.

Upon the publication of any such Order in the *London Gazette*, the Order shall, after the date of such publication, or any later date mentioned in the Order, take effect as if it were enacted by Parliament.

39. On and after the first day of January, one thousand eight hundred and seventy-seven, all fees payable in respect of the survey or measurement of ships under "The Merchant Shipping Acts, 1854 to 1876," or in respect of any services performed by any person employed under the authority of "The Passengers Act, 1855," shall continue to be paid to the Superintendent of a mercantile marine office at such times and in such manner as the Board of Trade from time to time direct, but shall be paid into the receipt of Her Majesty's Exchequer in such manner as the Treasury from time to time direct, and shall be carried to and form part of the Consolidated Fund of the United Kingdom.

On and after the same day, the salaries of all Surveyors appointed under "The Merchant Shipping Acts, 1854 to 1876," and so much of the expenses connected with the survey and measurement of ships under those Acts, and of the salaries and expenses of persons employed under "The Passengers Act, 1855," as has heretofore been paid out of the Mercantile Marine Fund, shall be paid out of moneys provided by Parliament, and the Treasury shall have the like control over such salaries and expenses as has heretofore been vested in the Board of Trade.

There may be paid out of moneys provided by Parliament to any Wreck Commissioner, Judge of a Court of Survey, Assessor, Registrar of a Court of Survey, Detaining Officer, Scientific Referee, and other officer or person appointed under this Act, such salary or remuneration (if any) as the Treasury from time to time direct.

There may be paid out of moneys provided by Parliament all costs and compensation payable by the Board of Trade in pursuance of this Act.

40. For the purpose of punishment, jurisdiction, and legal proceedings, an offence under this Act shall be deemed to be an offence under "The Merchant Shipping Act, 1854."

41. In the application of this Act to Scotland,—
The provision with respect to a prosecution not being instituted except by or with the consent of the Board of Trade shall not apply.

"Judge of a County Court" shall be deemed to include a Sheriff and Sheriff substitute, and

"Registrar of a County Court" shall be deemed to include Sheriff Clerk, and

"A Master of the Supreme Court of Judicature" shall mean the Queen's and Lord Treasurer's Remembrancer.

42. In the application of this Act to Ireland,—

"Judge of a County Court" shall be deemed to include "Chairman of a County" and "the Recorder of any Borough;"

"Registrar of a County Court" shall be deemed to include the Clerk of the Peace or Registrar or other person discharging the duties of Registrar of the Court, of the Chairman of a County, or the Recorder of a Borough;

"Stipendiary Magistrate" shall be deemed to include any of the Justices of the Peace in Dublin metropolis and any Resident Magistrate; and

"A Master of the Supreme Court of Judicature" shall mean one of the Masters of the Superior Courts of Common Law in Ireland.

43. In the application of this Act to the Isle of Man,—

"Judge of a County Court" shall mean the Water Bailiff;

"Stipendiary Magistrate" shall mean a High Bailiff;

"Registrar of a County Court" shall mean a Clerk to a Deemster or a Clerk to Justices of the Peace;

"A Master of the Supreme Court of Judicature" shall mean the Clerk of the Rolls.

44. Nothing in this Act shall apply to any vessel employed exclusively in trading or going from place to place in any river or inland water of which the whole or part is in any British possession, and the provisions of this Act relating to deck cargo shall not apply to deck cargo carried by a ship while engaged in the coasting trade of any British possession.

Repeal.

45. On and from the commencement of this Act, the Acts specified in the first part of the Schedule hereto, and on and from the first day of January, one thousand eight hundred and seventy seven, the Acts specified in the second part of the Schedule hereto, shall be repealed to the extent in the third column of that Schedule mentioned: Provided that any officer appointed in pursuance of any such enactment shall be deemed to have been appointed under this Act, and any Order in Council made in pursuance of any such enactment shall be deemed to have been made under this Act, and this repeal shall not affect—

- (1.) Anything done or suffered under any enactment hereby repealed; nor
- (2.) Any right, power, duty, obligation, or liability acquired, imposed, accrued, or incurred under any enactment hereby repealed; nor
- (3.) Any penalty or punishment incurred in respect of any offence against any enactment hereby repealed; nor
- (4.) Any legal proceeding in respect of any such right, power, duty, obligation, liability, penalty, or punishment; and any such legal proceeding may be carried on as if this Act had not passed.

SCHEDULE.

PART I.

ENACTMENTS REPEALED FROM COMMENCEMENT OF ACT.

Session and Chapter	Title.	Extent of Repeal.
17 & 18 Vict. c. 104 ...	The Merchant Shipping Act, 1854 ...	Sub-section (4) of section three hundred and one; so much of section three hundred and eighteen as requires the owner of a ship to transmit the declarations therein mentioned; section four hundred and thirty-four; and section four hundred and thirty-seven from "and in case he so requires" inclusive to the end of section; and section four hundred and forty-nine.
34 & 35 Vict. c. 110 ...	The Merchant Shipping Act, 1871 ...	Section eleven.
36 & 37 Vict. c. 85 ...	The Merchant Shipping Act, 1873 ...	Sections eleven, twelve, thirteen, and fourteen.
38 & 39 Vict. c. 88.	The Merchant Shipping Act, 1875 ...	The whole Act.

PART II.

ENACTMENTS REPEALED FROM 1ST JANUARY, 1877.

Session and Chapter.	Title.	Extent of Repeal.
17 & 18 Vict. c. 104 ...	The Merchant Shipping Act, 1854 ...	Sub-section (2) of section four hundred and eighteen.
25 & 26 Vict. c. 73 ...	The Merchant Shipping Act, 1872 ...	Section fourteen.

[CIRCULAR.]

Downing Street, 8th November, 1876.

SIR,—I have the honor to transmit to you for your information, and for publication in the Colony under your Government, a copy of an Order of Her Majesty in Council dated the 23rd October, 1876, providing for the apprehension of Deserters from Merchant Ships belonging to the Kingdom of Hawaii, under "The Foreign Deserters Act, 1852."

I have, &c.,
CARNARVON.

The Officer Administering
the Government.

At the Court at Balmoral, the 23rd day of October, 1876.

Present:

THE QUEEN'S MOST EXCELLENT MAJESTY IN
COUNCIL.

WHEREAS by "The Foreign Deserters Act, 1852," it is provided that whenever it is made to appear to Her Majesty that due facilities are or will be given for recovering or apprehending seamen who desert from British merchant ships in the territories of any Foreign Power, Her Majesty may, by Order in Council, stating that such facilities are or will be given, declare that seamen, not being slaves, who desert from merchant ships belonging to such power when within Her Majesty's dominions shall be

liable to be apprehended and carried on board their respective ships, and may limit the operation of such Order, and may render the operation thereof subject to such conditions and qualifications, if any, as may be deemed expedient: And whereas it has been made to appear to Her Majesty that due facilities are given for recovering and apprehending seamen who desert from British ships in the territories of His Majesty the King of Hawaii:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Foreign Deserters Act, 1852," and by and with the advice of Her Privy Council, is pleased to order and declare, and it is hereby ordered and declared, that, from and after the publication hereof in the *London Gazette*, seamen not being slaves, and not being British subjects, who within Her Majesty's dominions desert from merchant ships belonging to the Kingdom of Hawaii, shall be liable to be apprehended and carried on board their respective ships.

Provided always, that if any such deserter has committed any crime in Her Majesty's dominions he may be detained until he has been tried by a competent Court, and until his sentence, if any, has been fully carried into effect.

And the Secretaries of State for India in Council, the Home Department, and the Colonies, are to give the necessary directions herein accordingly.

C. L. PEEL.

Members of Patea Harbour Board appointed.

Customs Department (Marine Branch),
Wellington, 22nd February, 1877.

IT is hereby notified, that His Excellency the Governor has been pleased to appoint

HENRY WILLIAMSON, Esq.,
WILLIAM WILSON, Esq., and
CHARLES ALLAN WRAY, Esq., R.M.,

to be Members of the Patea Harbour Board.

D. REID,
(in absence of Commissioner of Customs).

Fixing time for first Meeting of Patea Harbour Board.

Customs Department (Marine Branch),
Wellington, 22nd February, 1877.

IT is hereby notified, that His Excellency the Governor has been pleased to fix Friday, the 2nd March next, to be the day on which the Patea Harbour Board shall hold its first meeting.

D. REID,
(in absence of Commissioner of Customs).

Appointments for the purposes of "The Public Works Act, 1876."

Public Works Office,
Wellington, 19th February, 1877.

HIS Excellency the Governor has this day been pleased to make the following appointments:—

JOHN CARRUTHERS, Esq., Engineer-in-Chief;
JOHN BLACKETT, Esq., Assistant Engineer-in-Chief;
CHARLES BENJAMIN KNORPP, Esq., Superintending Engineer for the North Island of New Zealand;
HARRY PASLEY HIGGINSON, Esquire, Superintending Engineer for the South Island of New Zealand;

for the purposes of "The Public Works Act, 1876."

J. D. ORMOND.

Appointments in the Constructed Railways Branch of the Public Works Department.

Public Works Office,
Wellington, 19th February, 1877.

HIS Excellency the Governor has this day been pleased to make the following appointments in the Public Works Department:—

WILLIAM CONYERS, Esq., a Superintending Engineer of Opened Lines;

JOHN LAWSON, Esq., Traffic Manager on the Railway from Amberley to Moeraki, and all Branch Lines connected therewith;

JOHN HENRY LOWE, Esq., Resident Engineer of Constructed Railways at Christchurch.

J. D. ORMOND.

Appointments in the Public Works Department.

Public Works Office,
Wellington, 19th February, 1877.

HIS Excellency the Governor has been pleased to make the following appointments in the Public Works Department:—

RICHARD CARROW, Esq., Stores Manager at Wellington, from 1st February, 1877.

CHARLES JAMES HOLLMEYER PLAYTER, Esq., Assistant Stores Manager at Wellington, from 18th December, 1876.

J. D. ORMOND.

OFFICIATING MINISTERS FOR 1877.—NOTICE No. 2.

Registrar-General's Office,
Wellington, 20th February, 1877.

PURSUANT to the provisions of an Act of the General Assembly of New Zealand, passed in the eighteenth year of the reign of Her Majesty Queen Victoria, and intituled "The Marriage Act, 1854," the following name of an Officiating Minister within the meaning of the said Act is published for general information:—

Presbyterian Church of New Zealand.
The Reverend JAMES TORRY.

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

Auction Sale of Crown Lands on Deferred Payments, Wellington Provincial District.

THE under-mentioned Sections, situate in the Manawatu District, having been applied for by more than one applicant, will, in terms of Section 4, Part I., of "The Wellington Special Settlements Act, 1871," be offered for sale by public auction, at the Crown Lands Office, Wellington, at noon on Friday next, the 23rd instant, at the upset price of 20s. per acre.

JOS. G. HOLDSWORTH,
Chief Commissioner, Waste Lands Board.
Wellington, 20th February, 1877.

No. of Section.	Area.		
	A.	R.	P.
197	178	0	0
199	168	0	0
203	187	0	0
205	168	0	0
262	197	0	0

Sheep Inspector's Notice.

Crown Lands Office,
Wellington, 16th February, 1877.

NOTICE has been received from the Inspector of Sheep for the East Coast District that he has granted clean certificates for the following flocks:—

R. and F. MAUNSELL, Tinui, Home Paddock Flock, about 1,400; dated 27th January, 1877.

Dr. GRACE, Ohunga, Ohunga Ewe Flock, about 5,300; dated 29th January, 1877.

JAMES ARMSTRONG, Akitio, Front Range Ewe Flock, about 4,800; dated 29th January, 1877. Flock of rams, 104; dated 29th January, 1877.

JOHN MORRISON, Whareama, Little Run Flock, about 1,050; dated 31st January, 1877.

DUNCAN CAMERON, Blairlogie, Wether Flock, about 5,000; dated 3rd February, 1877.

JOS. G. HOLDSWORTH,
Commissioner of Crown Lands.

Sheep Inspector's Report.

Crown Lands Office,
Wellington, 14th February, 1877.

NOTICE has been received from the Inspector of Sheep for the Wairarapa and East Coast District, that he has granted clean certificates for the flocks of sheep as under:—

H. R. BUNNY, Ahiarhui; certificate dated 23rd January, 1877.

ROBERT GRANT, Tu Puru Puru; certificate dated 25th January, 1877.

JOS. G. HOLDSWORTH,
Commissioner of Crown Lands.

Commissioner of the Supreme Court appointed.

NOTICE.

ROBERT CHRISTMAS GRESSON, of Melbourne, in the Colony of Victoria, an Attorney of the Supreme Court of the said colony, has been appointed by His Honor the Chief Justice a Commissioner of the Supreme Court of New Zealand, in the said colony, under the 2nd section of "The Commissioners of the Supreme Court Act, 1875," for the purpose of administering and taking all such oaths, affidavits, and affirmations as in the said section mentioned.

A. S. ALLAN,
Registrar, Supreme Court.

Wellington, 14th February, 1877.

Commissioner of the Supreme Court appointed.

NOTICE.

ROBERT CHRISTMAS GRESSON, of Melbourne, in the Colony of Victoria, an Attorney of the Supreme Court of the said colony, has been appointed by His Honor the Chief Justice a Commissioner of the Supreme Court of New Zealand, in the said Colony, under the 4th section of "The Commissioners of the Supreme Court Act, 1873," for the purpose of taking acknowledgments of married women under any Act or law in force in the Colony of New Zealand requiring such acknowledgment to be made or taken.

A. S. ALLAN,
Registrar, Supreme Court.

Wellington, 14th February, 1877.

LAND TRANSFER ACT NOTICE.

NOTICE is hereby given, that HENRY FRANCIS GRAY, of Avonhead, Gentleman, having made application to be registered as proprietor of Rural Section 17742, under a transfer to him from the New Zealand Trust and Loan Company (Limited), and having produced statutory declarations of the loss of the license to occupy said section, the said Henry Francis Gray will be registered as such proprietor, unless caveat forbidding the same be lodged at this office by or on behalf of some person interested in said section, on or before the 12th day of March next.

Dated this 14th day of February, 1877, at the Lands Registry Office, Christchurch.

EDWARD DENHAM,
Deputy District Land Registrar.

89

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 2nd day of April, 1877.

2858. JOHN TERRAS BELL.—1 rood, Section No. 708, in the City of Christchurch. Occupied by Mrs. John Elson Browne.

2926. GEORGE QUARTERMAIN.—14 perches, part of Lot numbered 122 of Town Reserves in the City of Christchurch.

2972. JAMES FORD.—2 roods, part of Rural Section 257, in the County of Selwyn. In the occupation of Applicant.

2973. FRANCIS CARTER.—34 perches, part of Rural Section 52, in the County of Selwyn, commencing 11 chains 25 links from northernmost corner of section, thence south-westerly along Accommodation Road 34 links, and back therefrom 624 links, forming a rectangular block. In the occupation of Applicant.

2975. JAMES McNEIGHT WATT.—1 rood, being Lot 39, Plan 13, Township of Wakefield, part of Rural Section 2, in the County of Selwyn. Unoccupied.

2976. MATTHEW THOMAS.—3 acres 2 roods 4 perches, part of Rural Section 154, in the County of Selwyn. In the occupation of Applicant.

Diagrams may be inspected at this office.

Dated this 15th day of February, 1877, at the Lands Registry Office, Christchurch.

EDWARD DENHAM,
Deputy District Land Registrar.

90

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 within one calendar month after the gazetting of this notice.

FREDERICK NUTTER, Applicant.—Allotment 16, subdivision of Section 4, Block I., Invercargill Hundred. No. 744.

WILLIAM PONTIN TANNER, Applicant.—Section 14, Block XX., and Section 22, Block XLII., Invercargill. No. 976-7.

Diagrams may be inspected at this office.

Dated this 13th day of February, 1877, at the Lands Registry Office, Invercargill.

W. STUART,
Deputy District Land Registrar.

91

STATEMENT of the Receipts and Payments of the Auckland Savings Bank for the Year ending 31st December, 1876.

RECEIPTS.			PAYMENTS.		
	£	s. d.		£	s. d.
Cash in hand 1st January, 1876	...	10,109 19 11	Repaid Depositors	...	£63,974 11 11
Amount lodged by Depositors	£72,757	9 5	Interest credited Depositors	...	3,896 15 5
Interest added during the year	358	5 10			
" 31st December, 1876	3,538	9 7			
		76,654 4 10	Charges	...	866 12 10
Interest on Mortgages	...	5,663 19 1	Repairs and alterations	...	332 4 1
" Deposit with Union Bank of Australia	...	272 11 5	Insurances and rates prepaid	...	26 10 0
" " Bank of Australasia	...	854 17 5	Invested on Mortgage	...	10,800 0 0
Mortgages repaid	...	3,916 12 0	Cash in hand	...	22,600 2 11
Insurances repaid	...	24 12 6			
Deposit with Union Bank repaid	...	5,000 0 0			
		£102,496 17 2			£102,496 17 2

We hereby certify that we have examined the above Statement of the Receipts and Payments of the Auckland Savings Bank, and that to the best of our belief it contains a true and correct account of all transactions of the Bank during the year; and that the balance of cash in hand amounts to Twenty-two thousand six hundred pounds two shillings and eleven pence (£22,600 2s. 11d).

Auckland, 31st December, 1876.
 RICHARD CAMERON,
 Manager.

THOS. PEACOCK,
 JAMES MORTON,
 J. L. WILSON,
 J. EDSON,
 WM. S. COCHRANE,
 J. HOWARD, } Trustees.

STATEMENT of the Assets and Liabilities of the Auckland Savings Bank on the 31st December, 1876.

ASSETS.				LIABILITIES.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
To amount invested on Mortgage	£82,058	17 4			By amount due to 3,412 Depositors	96,102	2 7	
To Depreciation Account	1,000	0 0			By balance	12,350	15 4	
		81,058 17 4						
To amount of Interest due 31st December, 1876	...	1,293 17 8						
To Bank Premises	...	3,500 0 0						
To Cash in hand	...	22,600 2 11						
		108,452 17 11						
		£108,452 17 11						£108,452 17 11

We hereby certify that to the best of our belief the above is a true and correct statement of the Assets and Liabilities of the Bank on the 31st December, 1876.

Auckland, 31st December, 1876,
 RICHARD CAMERON,
 Manager.

THOS. PEACOCK,
 J. HOWARD,
 JAMES MORTON,
 J. L. WILSON,
 J. EDSON,
 WM. S. COCHRANE, } Trustees.

Bank of Australasia, Auckland, 31st January, 1877.

I hereby certify that the amount at credit of the Trustees of the Auckland Savings Bank, in account with the Bank of Australasia, on the 31st December, 1876, was Twenty-one thousand two hundred and nineteen pounds three shillings and fourpence (£21,219 3s. 4d).

J. LAWFORD, Manager.

MEMO.	£	s. d.
Balance as above	£21,219	3 4
Cash in hand (lodged 3rd January, 1877)	1,380	19 7
Balance in Savings Bank Account	£22,600	2 11

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, within one calendar month from date of publication of this notice.

Part of Section 56, Town of Port Chalmers.—**JOHN THOMSON**, the younger, Applicant. No. 2315.

Part of Section 63, Block XXXIV., Town of Dunedin.—**DAVID STEWART MACKENZIE**, Applicant. No. 2318.

Allotment 15, Block I., Township of Hawksbury.—**THOMAS DICK**, Applicant. No. 2320.

Section 27, Block II., Town of Alexandra.—**PATRICK McDAVITT**, Applicant. No. 2285.

Sections 12 and 19, Block I., Town of Naseby.—**THE BANK OF NEW ZEALAND**, Applicant. No. 2283.

Diagrams may be inspected at this office.

Dated this 12th day of February, 1877, at the Lands Registry Office, Dunedin.

A. W. SMITH,
District Land Registrar.

81

LAND TRANSFER ACT NOTICE.

NOTICE is hereby given, that **WILLIAM NOBLE**, of the Akatore District, Otago, Settler, has made application to be registered as Proprietor of an estate in fee-simple in one equal undivided moiety in Sections numbered respectively 8, 10, 11, 1 of 12, 2 of 12, 13, 20, 21, 22, 2 of 26, 27, and 34, Block VI.; also Sections Nos. 22, Block I., Akatore District, as Heir-at-law of **JOHN NOBLE**, late of the Akatore District aforesaid, Farmer, deceased; and that the said William Noble will be so registered unless caveat be lodged forbidding the same within one calendar month from date of publication of this notice.

Dated this 12th day of February, 1877, at the Lands Registry Office, Dunedin.

A. W. SMITH,
District Land Registrar.

82

LAND TRANSFER ACT NOTICE.

NOTICE is hereby given, that **JOHN CARROLL**, Hotelkeeper, and **FRANCIS MEENAN**, Dealer, both of Dunedin, in the Provincial District of Otago, have made application to the District Land Registrar of the District of Otago to be registered as Proprietors in fee-simple of Sections numbered respectively 30, 31, 32, 37, 38, 39, Block III., on the map of the District of Kaitangata, in the said Provincial District, as Devisees under the Will of **FRANCIS O'DONNELL**, late of Dunedin aforesaid, Hotelkeeper, deceased; and that the said John Carroll and Francis Meenan will be so registered as such Proprietors, unless caveat be lodged forbidding the same within one calendar month from the date of the publication of this notice.

Dated this 21st day of February, 1877, at the Lands Registry Office at Dunedin.

A. W. SMITH,
District Land Registrar.

96

SOUTH AUSTRALIAN RAILWAYS.

Kapunda and North-West Bend Line.

Engineer-in-Chief's Office,
Adelaide, January 15th, 1877.

TENDERS will be received at this office up till noon of Monday, 19th March, for the construction of

a Line of Railway between Kapunda and the North-west Bend of the River Murray, being a total length of 55 miles 58'40 chains.

The contract will comprise every operation necessary for the construction of a Line of Railway with the exception of station buildings and works appertaining thereto, the supply of all labour and materials except rails and fastenings for the permanent way; and the maintenance of the whole works for one month after the Line has been formally opened for traffic.

Drawings and specifications may be inspected at this office; at the offices of Messrs. H. P. Welch and Co., Melbourne and Sydney; at the offices of Messrs. H. Houghton and Co., Dunedin; at the Union Bank, Christchurch; at the offices of Messrs. Thornton, Smith, and Firth, Auckland; and at the office of the *New Zealand Times*, Wellington.

The works shown on the drawings, referred to in the specification and enumerated in the approximate schedule of quantities, have been commenced by the Government by day labour, and the Contractor will be required to take over the work in the condition in which it may be at the expiration of one calendar month from the date of the notification of the acceptance of his tender, when the work already executed shall be finally measured up in accordance with clause 75 of the conditions of contract.

Each tender must be accompanied by a bank deposit receipt for £500 in favour of the Honorable Commissioner of Railways, without which no tender will be entertained.

Neither the lowest nor any tender will be necessarily accepted.

H. C. MAIS,
Engineer-in-Chief.

Grey County Council,
15th February, 1877.

IN accordance with section 88 of "The Public Works Act, 1876," the following District road was, by an Order of the Grey County Council, dated 9th day of January, 1877, declared to be a County road:—

Cobden to Langdon's Ferry along North bank of Grey River.

A. R. GUINNESS,
Chairman, Grey County Council.

92

Grey County Council,
15th February, 1877.

IN accordance with section 88 of "The Public Works Act, 1876," the following District roads were, by an Order of the Grey County Council, dated 22nd January, 1877, declared to be County roads:—

- (1.) Teremakau River to Greymouth.
- (2.) Marsden to Maori Creek.
- (3.) Greymouth to Arnold River.
- (4.) Maori Gully to its junction with main Grey Road.
- (5.) Road from Queenstown Township to its junction with Teremakau to Greymouth Road.

A. R. GUINNESS,
Chairman, Grey County Council.

93

CHAMPION GOLD MINING COMPANY (LIMITED).

NOTICE is hereby given, that **RODERICK McDONALD SCOTT** is the Manager of the above-named Company; and that the Registered Office of the Company is situated in the office of the Manager, corner of Albert and Brown Streets, Grahamstown, Thames.

JAMES BAGGOTT, } Directors.
JOHN BOWLER, }

R. McDONALD SCOTT, Manager.

31st January, 1877.

88

CANTERBURY MUSIC HALL COMPANY (LIMITED).
NOTICE.

At a Meeting of Shareholders of this Company, held at the office of the Liquidator, Cathedral Square, Christchurch, on Monday, the 19th day of February instant, the following Resolution was carried, viz.,—"That this Meeting is of opinion that the affairs of the Company have been fairly wound up."

W. H. HARGREAVES,
Liquidator.

Christchurch, 19th February, 1877. 95

IN THE MATTER OF "THE SPECIAL PARTNERSHIP ACT, 1858."

WE, WALTER JAMES HUNT, residing in Auckland, in the Provincial District of Auckland, in the Colony of New Zealand, Commission Agent, and ARTHUR HENRY WOOD HILL, residing at Taupiri, Waikato, in the Provincial District aforesaid, Farmer, hereby certify that we have entered into a Special Partnership, within the meaning of the above-named Act, under the style of "Hunt and Company."

The said Walter James Hunt being a general partner, and the said Arthur Henry Wood Hill being a "special partner," within the meaning of the said Act, the said Arthur Henry Wood Hill contributes the sum of six hundred pounds (£600), and the said Walter James Hunt contributes the sum of five hundred pounds (£500), to the common stock. The general nature of the business to be transacted shall be that of Pearl-fishing, and Merchants and Traders in and amongst the Islands of the South Pacific Ocean.

The principal place at which business is to be transacted is Auckland aforesaid.

The said partnership commenced on the twenty-fourth day of January, one thousand eight hundred and seventy-seven, and will terminate on the twenty-fourth day of January, one thousand eight hundred and seventy-nine.

A. H. W. HILL.
W. J. HUNT.

Declared and acknowledged by the said Walter James Hunt and Arthur Henry Wood Hill, at Auckland aforesaid, this 23rd day of January, 1877, before me—Laurence D. Nathan, a Justice of the Peace. 94

TO THE REGISTRAR OF THE SUPREME COURT, AUCKLAND.

SIR,—Take notice, that the office of the Leahy Gold Mining Company (Limited) is situated in Albert and Davy Streets, Thames; and that Mr. DENNIS GILMORE MACDONNELL has been appointed Manager for the Company.

Dated this 2nd day of February, 1877.
P. W. DONNELLY,
THOS. H. CRAWFORD, } Directors.

STATEMENT of the Affairs of the Working Miners Alluvial Gold Mining Company (Limited), for the half-year ended 31st December, 1876, in accordance with section 135 of "The Mining Companies Act, 1872."

Name of Company: The Working Miners Alluvial Gold Mining Company (Limited).
When formed, and date of registration: 9th May, 1876; 7th June, 1876.
Where business is conducted, and name of Legal Manager: Camp Street, Ahaura; Richard Reeves.
Nominal capital: £3,600.
Amount of paid-up scrip given to shareholders: £1,200.
Number of shares in which capital is divided: 3,600.
Number of shares taken: 2,400.
Amount of calls made: £420.
Total amount of subscribed capital paid up: £325 10s., besides the amount of paid-up scrip issued, viz. £1,200.

Number of shareholders at time of registration of Company: 11.
Amount of cash in hand: Nil.
Whether in operation or not: In operation.
Total amount of dividends declared: Nil.
Number of shares unallotted: 1,200.

31st December, 1876. R. REEVES,
83 Manager.

STATEMENT of the Affairs of the River View Gold Mining Company (Limited), for the half-year ended 31st December, 1876, in accordance with section 135 of "The Mining Companies Act, 1872."

Name of Company: The River View Gold Mining Company (Limited).
When formed, and date of registration: 21st September, 1875; 8th May, 1876.
Where business is conducted, and name of Legal Manager: Camp Street, Ahaura; Richard Reeves.
Nominal capital: £1,200.
Amount of paid-up scrip given to shareholders: £400.
Number of shares in which capital is divided: 1,200.
Number of shares taken: 1,020.
Amount of calls made: £360.
Total amount of subscribed capital paid up: £637 9s., including amount of paid-up scrip given to shareholders, viz. £400.

Number of shareholders at time of registration of Company: 22.
Amount of cash in hand: Nil.
Whether in operation or not: In operation.
Total amount of dividends declared: Nil.
Number of shares unallotted: 180 in hand.
31st December, 1876. R. REEVES,
84 Manager.

STATEMENT of the Affairs of the Moonlight Quartz Prospecting Association (Limited), for the half-year ended 31st December, 1876, in accordance with section 135 of "The Mining Companies Act, 1872."

Name of Company: The Moonlight Quartz Prospecting Association (Limited).
When formed, and date of registration: 8th January, 1876; 4th February, 1876.
Where business is conducted, and name of Legal Manager: Camp Street, Ahaura; Richard Reeves.
Nominal capital: £1,500.
Amount of paid-up scrip given to shareholders: Nil.
Number of shares in which capital is divided: 1,500.
Number of shares taken: 1,470.
Amount of calls made: £225.
Total amount of subscribed capital paid up: £150 2s. 9d.
Number of shareholders at time of registration of Company: 57.
Amount of cash in hand: Nil.
Whether in operation or not: Not in operation.
Total amount of dividends declared: Nil.
Number of shares unallotted: 30.

31st December, 1876. R. REEVES,
85 Manager.

STATEMENT of the Affairs of the Hochstetter Hydraulic Gold Mining Company (Limited), for the half-year ended 31st December, 1876, in accordance with section 135 of "The Mining Companies Act, 1872."

Name of Company: The Hochstetter Hydraulic Gold Mining Company (Limited).
When formed, and date of registration: 18th October, 1875; 3rd January, 1876.
Where business is conducted, and name of Legal Manager: Camp Street, Ahaura; Richard Reeves.
Nominal capital: £1,800.
Amount of paid-up scrip given to shareholders: £500.
Number of shares into which capital is divided: 1,800.
Number of shares taken: 1,675.
Amount of calls made: £455.
Total amount of subscribed capital paid up: £265 9s., besides the amount of paid-up shares, viz. £500.
Number of shareholders at time of registration of Company: 43.
Amount of cash in hand: Nil.
Whether in operation or not: Temporarily suspended.
Total amount of dividends declared: Nil.
Number of shares unallotted: 125 in hand.

31st December, 1876. R. REEVES,
86 Manager.

NOTICE.

THE Partnership hitherto existing between the undersigned, trading together as "T. S. Payten and Co.," as Merchants and Exporters, has this day been Dissolved by mutual consent.

All debts due to and by the said firm will be received and paid by T. S. Payten.

Dated at Christchurch, this 13th day of December, 1876.

(Signed) JAMES WOOD, Sen.
T. S. PAYTEN.

Witness—R. H. Wood, Christchurch. 98

STATEMENT of the Affairs of the Otago Gold Mining Company (Registered), for the half-year ended 31st December, 1876, in accordance with section 135 of "The Mining Companies Act, 1872."

Name of Company: Otago Gold Mining Company (Registered).

When formed, and date of registration: 17th August, 1869; 4th October, 1869.

Where business is conducted, and name of Legal Manager: Blue Spur, Tuapeka; James Campbell.

Nominal capital: £4,800.

Amount of paid-up scrip given to shareholders: £4,800.

Number of shares in which capital is divided: 8.

Number of shares taken: 8.

Amount of calls made: None.

Total amount of subscribed capital paid up: £4,800.

Number of shareholders at time of registration: 8.

Amount of cash in hand: None.

Whether in operation or not: In constant operation.

Total amount of dividends declared: £5,274 10s.

Number of shares unallotted: None.

JAMES CAMPBELL,
Manager.

Dated this 16th day of February, 1877. 97

By Authority: GEORGE DIBSBURY, Government Printer, Wellington.