



THE
NEW ZEALAND GAZETTE.

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WELLINGTON, THURSDAY, DECEMBER 13, 1894.

Declaring that Education Reserves in Taranaki shall be sold.

(L.S.) GLASGOW, Governor.

A PROCLAMATION.

BY virtue and in exercise of the powers and authorities vested in him by subsection three of the two hundred and forty-third section of "The Land Act, 1892," and of every other power and authority enabling him in that behalf, His Excellency the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, and at the request of the School Commissioners of the Taranaki Provincial District, in whom the lands herein described are vested, doth hereby declare that the lands described in the Schedule hereto, which have been reserved for educational purposes, shall be sold, subject to the provisions of "The Land Act, 1892."

SCHEDULE.

TOWN OF NEW PLYMOUTH.

PARTS of Sections 1523, 1548, 1572, 1597, and 1666.

Given under the hand of His Excellency the Right Honourable David, Earl of Glasgow; Knight Grand Cross of the Most Distinguished Order of Saint Michael and St. 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 eleventh day of December, in the year of our Lord one thousand eight hundred and ninety-four.

JOHN MCKENZIE,
Minister of Lands.

Approved in Council.

ALEX. WILLIS,
Clerk of the Executive Council.

GOD SAVE THE QUEEN!

Constituting Districts under "The Factories Act, 1894."

GLASGOW, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this eleventh day of December, 1894.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Factories Act, 1894" (hereinafter termed "the said Act"), it is enacted that the Governor may from time to time divide New Zealand, or

any portion thereof, into such districts as he shall think fit, and notice of the constitution of every such district shall be given in the *Gazette* as occasion requires:

Now, therefore, I, David, Earl of Glasgow, the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority conferred upon me by the said Act, do hereby divide the portions of the said colony enumerated in the Schedule hereto into districts for the purposes of the said Act, the description and boundaries whereof shall be those set forth in the Schedule hereto; and I do hereby declare that for the purposes of the said Act each of such districts shall be known by the name set over the description of each such district respectively.

SCHEDULE.

AMBERLEY FACTORY DISTRICT CONSTITUTED.

BOUNDED towards the north generally by the Waiau-ua River; towards the south-east by the sea; towards the south generally by the Rangiora Factory District, as described in the *New Zealand Gazette* No. 46, 9th June, 1892, the River Ashley, and the Oxford Factory District, as described in the *New Zealand Gazette* No. 46, 9th June, 1892; and towards the north-west generally by the summit of the Puketirake Range and the summit of the range over Mount Pember, Esk Head, and the leading spur, to the confluence of the north and south branches of the Hurunui River; thence by the north branch of that river to Lake Sumner, thence by a right line to Mount Pau, and thence by the summit of the range over Mount Skiddaw, Shale Peak, and the leading spur, to the confluence of the Waiau-ua and Hanmer Rivers.

ASHBURTON FACTORY DISTRICT EXTENDED.

All that area in the Canterbury Land District bounded towards the south-east by the sea; towards the south-west by the Rangitata River to a point in line with the southern side of Cracroft Road; thence towards the north generally by a right line to and by Cracroft Road, Maronau Road, by a road forming the eastern boundary of Section No. 27884, by Timaru Track Road, by Lagmhor Road, and the continuation of that road past Sections Nos. 5263, 5262, and 14901, by Jackson's Road, by Westerfield Mill Road, by the right bank of the north branch of the Ashburton River to a point in line with the north-west boundary of Section No. 10193, by a right line to the western corner of that section, by a road forming the north-west boundary of said Section No. 10193, and passing through Section No. 10093, across and by Winchmore Road, by a road forming the southern boundaries of Sections Nos. 27907, 28220, 28221, 27388, and 27031; towards the east generally by roads forming the northern and eastern boundaries of Section No. 27035, and by the continuation of the latter road to the Township of Dromore, by the north-west, north-east, and south-east boundaries of that township, by a road bounding

Sections Nos. 27096, 27146, 26712, 26921, 26727, 22902, and 15745 to and across Wakanui Creek, and by that creek to the sea.

RAKAIA FACTORY DISTRICT EXTENDED.

Bounded towards the north-east by the northern side of the Rakaia River; towards the south-east by the sea; towards the west generally by the Ashburton Factory District hereinbefore described and the road forming the south-western boundaries of Rural Sections Nos. 27032, 27033, 27193, and 27346; and towards the north-west by the road forming the north-western boundaries of Rural Sections Nos. 27346, 27372, 27347, 27348, 27739, 26659, 26456, 15598, 23211, and 34349, and the south-eastern side of that road produced to the northern side of the Rakaia River aforesaid.

METHVEN FACTORY DISTRICT CONSTITUTED.

All that area in the Canterbury Land District bounded towards the north-east by the Rakaia River; towards the south-east generally by the Rakaia and Ashburton Factory Districts hereinbefore described; towards the south-west generally by the Rangitata River and the River Potts to a point due west of the confluence of Boundary Creek and the Ashburton River; and thence towards the north-west generally by a right line to that confluence, thence by a right line to the south-western corner of Lake Heron, thence by that lake and by Lake Stream to the Rakaia River aforesaid.

GERALDINE FACTORY DISTRICT EXTENDED.

All that area in the Canterbury Land District bounded towards the north-east generally by the left bank of the Rangitata River from Bush Creek to the production of the reserve bounding Section No. 25310; towards the south-east generally by that production and that reserve, bounding Sections Nos. 15919, 13110, 29019, 28161, 28160, 14772, 8825, 3606, 7181, and 8847, by the railway-line, by a road bounding Sections Nos. 5961 and 11526, by Waihi River, a road bounding Section No. 9031, the Geraldine Road, Boundary Road, and a road intersecting Section No. 5372; towards the south-west by the Haehae-te-moana River and the southern branch of that river to its source, and thence by the watershed between the Opuha and Orari Rivers over Tripp's Pass to Mount Musgrave; and thence towards the north-west generally by the Sinclair Range and the leading spur to the confluence of Bush Creek and the Rangitata River.

TEMUKA FACTORY DISTRICT EXTENDED.

All that area in the Canterbury Land District bounded towards the north-east by the north-eastern side of the Rangitata River; towards the south-east by the sea; towards the south-west by the Opihi River, Temuka River, and Haehae-te-moana River; and towards the north-west by the Geraldine Factory District hereinbefore described.

ALEX. WILLIS,
Clerk of the Executive Council.

Removal of Restrictions on Alienation of Native Land.

GLASGOW, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this eleventh day of December, 1894.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS application has been made to the Governor in Council by the owners of the land described in the second column of the Schedule hereto, praying that the restrictions on the alienation of such land contained in the Crown grant bearing date the eleventh day of April, one thousand eight hundred and seventy, described in the first column of the said Schedule, may be removed: And whereas inquiry has been duly made by the Native Land Court, and the said Court has reported that the provisions of the law in that behalf have been complied with: And whereas it appears expedient to grant such application:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers conferred on him by "The Native Land Act, 1888," and acting with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that all restrictions imposed by the said Crown grant on the alienation of the said land are hereby removed.

SCHEDULE.

FIRST COLUMN.	SECOND COLUMN.
Particulars of Grant or Instrument containing Restrictions.	Description of Land.
Crown grant, dated the 11th April, 1870, in favour of Ma-wene Hohua, Anaru te Ngahau, and Hana Ngahina, and containing the following restrictions: "Inalienable by sale, lease, or by mortgage for a longer period than twenty-one years, without the consent of the Governor being previously obtained."	All that parcel of land, containing 3 roods 15 perches, and known as Pito-one No. 1A.

ALEX. WILLIS,
Clerk of the Executive Council.

Regulations under "The Lands Improvement and Native Lands Acquisition Act, 1894."

GLASGOW, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this eleventh day of December, 1894.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the twenty-fifth section of "The Lands Improvement and Native Lands Acquisition Act, 1894," it is enacted that the Governor in Council may make regulations for carrying out the purposes of the said Act:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers and authorities conferred by the said Act, and by and with the advice and consent of the Executive Council of the said colony, doth hereby make the following regulations for the purpose of prescribing the conditions subject to which associations of persons may be formed to settle on Crown lands, and clear and otherwise improve the same:—

REGULATIONS.

1. The Commissioner of Crown Lands or the Chief Surveyor of the district will in each case select the men who are to form the association; and he may refuse to accept as a member thereof any unsuitable person, or any person who in his opinion has already got sufficient land to keep him, or is otherwise in a position to apply for Crown land in the usual manner; the main object of these regulations being to assist deserving men who are out of employment, or who are otherwise unable to obtain land and thus become self-supporting.

2. For the purpose of constituting the association, the persons so selected shall sign the memorandum set forth in the First Schedule hereto, and such memorandum, when approved in writing by the Commissioner, shall be retained by him.

3. The land for each association will be divided into sections of from 10 acres to 200 acres each, as the Commissioner may determine, and one section, but no more, shall be allotted to each member of the association.

4. The sections may be allotted to members by ballot, under the supervision of an officer of the department or the Commissioner, or by agreement amongst the members without ballot, but in either case with the approval of the Commissioner; or the Commissioner himself may allot the sections without any ballot, and no member shall have any ground of objection by reason of any such allotment.

5. Pending the grant of a lease or license under Part III. of "The Land Act, 1892," to the holder of a section, no transfer of such section will be permitted without the sanction of the Board in terms of section 83 of the Land Act, and before sanctioning the same the Board must be satisfied that there is a good and substantial reason for the transfer, and that no profit is made out of the transaction by the transferor.

6. In the event of any person to whom a section has been allotted throwing up such section, or neglecting or refusing to reside thereon and to improve the same, or to pay rent therefor, or to comply with these regulations to the satisfaction of the Commissioner, such person shall be deemed to have forfeited his interest, and thereupon the section may be allotted afresh as if it had not been previously allotted, and he shall cease to be a member of the association.

7. The sections may be allotted before any bush is felled, or, at the option of the Commissioner, guided by the wishes of the members, on the completion of the burn, or of the grass-sowing, or otherwise as may be deemed expedient; but members actually employed on any particular portion of the land to be allotted, or on the road-works in connection therewith, shall have priority of claim for consideration in the allotment of such portions, subject to Regulation 1.

8. The Commissioner, guided by the wishes of the members, may from time to time either (a) employ them or any of them in parties to fell bush in blocks, irrespective of sections, or (b) allow individual members to fell the bush on their respective sections or such portions thereof as he may determine.

9. In cases where the bush is to be felled on separate sections by the holders of those sections, the felling must, so far as the ground permits, be done on contiguous sections, so that the clearing on one section may join the clearing on the next section, and thus secure a good burn.

10. In case of any land being dealt with as provided for in clause 8, (a), of these regulations, each party shall consist of not less than five nor more than ten members, and a co-operative contract shall be let in the manner usual for such contracts, but so that each member shall not fell more than 50 acres in any one season. If it is decided that each member shall fell the bush on his own section, separate contracts shall be let, so that each member shall fell a reasonable quantity of bush on his own section, but not less than 5 acres nor more than 50 acres in any one season.

11. The contracts shall in either case be laid out by the Chief Surveyor before the work commences, by marking the trees and running through traverse-lines.

12. The rates for felling, according to usual specifications, shall be fixed by the Chief Surveyor, according to the nature of the bush, the locality, and ruling prices in the districts, so that wages shall average 6s. a day for reasonable service, provided that the cost per acre shall in no case exceed £1 15s.

13. Payments will be made monthly on the value of the work done as estimated by the Chief Surveyor, less 10 per cent., which shall be deducted and retained until completion of the work to the satisfaction of the Chief Surveyor.

14. Service roads will be laid out by direction of the Chief Surveyor, and, as far as possible, trees must be felled so as not to cover or cross the roads. Bush on roads is not to be felled until a contract is let for such formation as may be decided upon.

15. The area felled shall be burned in the early part of the year following the felling thereof, and shall be sown with grass-seed at the proper time thereafter. Each member is to burn his own bush without further payment, excepting in case of co-operative contracts under clause 8, (a); the Government will advance grass-seed if required; members are to find their own tools, tents, and provisions, or, if provided by Government, the cost shall be repaid out of the moneys payable for work done. The Government does not bind itself to provide continuous work for any person, nor will more than 100 acres of clearing be paid for in any case.

16. In cases of need, an advance of £10 may, with the approval of the Commissioner, be made towards the cost of erecting a house on a section, such amount to be afterwards deducted in suitable sums from the earnings of the member, or added to the capital value, as the Commissioner may in each instance determine; but the building will remain the property of the Crown until wholly paid for, and if not wholly paid for when the lease or license is issued, then the value remaining unpaid shall be added to the capital value of the land, and 4 per cent. or 5 per cent. per annum thereon be added to the rent, as the case may be. This clause of these regulations shall not be acted upon without the special authority of the Minister of Lands.

17. Every person taking up land under these regulations shall subscribe his name to an agreement in the form of the Second Schedule hereto, and no person shall be allowed to occupy any land under these regulations unless and until he has so signed.

18. Every person to whom land is allotted in terms of these regulations shall forthwith, or within three months after the first burn, reside with his family and continue to reside on such land for the term of ten years, unless exempted from such residence by the Land Board.

19. If any person taking up land under these regulations commits a breach of such regulations, or is dismissed for misconduct from the works, or commits any gross act of misconduct that in the opinion of the Land Board may make it undesirable that he shall any longer remain on the land, or if he commits a breach of the Land Act in respect to the same, or at any time ceases to reside with his family upon such land, his interest therein shall, by any such fact, be absolutely cancelled and forfeited without any right to compensation or otherwise, and he may be ejected accordingly, and shall cease to be a member of the association.

20. Rent at the rate of 4 per cent. per annum for every lease in perpetuity, and at the rate of 5 per cent. per

annum for every license to occupy with right of purchase, will commence from the 1st day of January or 1st day of July first immediately following one year from the date upon which the grass is ready for stock, and such rent shall be based on the capital value of the land, with the addition of the cost to the Government of roading, clearing, providing and sowing of grass-seed, &c., and any other expenses in the opinion of the Commissioner fairly chargeable to the land at date of commencement of the lease or license. The cost of any additional clearing, or advances made subsequent to the before-named date at which the rent commences, shall be added to the capital value of the land, and interest thereon shall become a part of the rent, and be payable on each recurrent 1st day of January or 1st day of July; but no lease or license shall be issued to any person until he shall have paid the first half-year's rent, and until the whole of the improvements contemplated have been completed.

21. Except as herein expressly modified, all the provisions of Part III. of "The Land Act, 1892," shall apply to the land granted hereunder, and these regulations and the provisions of that Act shall apply in every case notwithstanding that a lease or license under that Act may not have been issued for such land; and in any case, where in pursuance of these regulations or of that Act, the interest of any person has been forfeited or cancelled, no objection shall be taken thereto on the ground that the lease or license has not been issued, and the Land Board may for every purpose whatever act as if such lease or license had been issued.

22. No such lease or license as aforesaid shall be granted without a certificate in writing by the Commissioner that the applicant has settled on and improved his section, paid his rent, and otherwise complied with these regulations.

First Schedule.—Memorandum of Formation of Association.

We, the undersigned, hereby agree to compose an association pursuant to section 4 of "The Lands Improvement and Native Lands Acquisition Act, 1894," under the style of "The [Insert name] Land Improvement Association."

Dated this _____ day of _____, 189 _____.

(Signatures of members.)

Approved.

Commissioner.

Second Schedule.—Form of Agreement.

This Agreement, made the _____ day of _____, 189 _____, between the Minister of Lands (hereinafter termed "the Minister"), of the one part, and _____ of the other part.

Whereas by section 4 of "The Lands Improvement and Native Lands Acquisition Act, 1894" (hereinafter termed "the said Act"), it is provided that "any number of persons composing an association formed in accordance with regulations made under this Act may, by agreement with the Minister, settle upon any Crown lands for the purpose of clearing or otherwise improving the same, upon such terms as to advances or otherwise as may be agreed on": And whereas the said _____ is a member of an association under the said Act called the _____ Land Improvement Association, and is desirous of taking up the Crown lands hereinafter described upon the terms and conditions set forth in regulations a copy of which is attached hereto, marked "A": Now, therefore, this agreement witnesseth that in pursuance of section 4 of the said Act, and in consideration of the premises, the Minister doth hereby on his part permit the said _____ to settle on the following parcel of Crown lands—namely, Section _____, Block _____, District, containing _____ acres _____ roods _____ perches, more or less; and the said _____ doth hereby on his part agree to settle on and clear, improve, and occupy the same subject to the provisions contained in the said Act and the said regulations.

And it is hereby further agreed—

(1.) That if, in terms of the said regulations, or of "The Land Act, 1892," the interest of the said _____ in the said parcel of Crown lands is forfeited by the Commissioner of Crown Lands or the Land Board, neither the said _____ nor the said association shall have any claim whatsoever at law or in equity against the Government of the colony, the Minister of Lands, or any other person or authority in respect of the interest so forfeited.

(2.) That this agreement shall be at an end as soon as a lease or license of the said section under Part III. of "The Land Act, 1892," has been duly granted to the said _____ or his approved transferee.

As witness the hand of the Hon. _____, the Minister of Lands, this _____ day of _____, 189 _____.

Witness—

(Occupation and address.)

As witness the hand of the said _____, a member of the association. Name: _____

Witness—

(Occupation and address.)

ALEX. WILLIS,
Clerk of the Executive Council.

Fixing Sittings of the Nelson District Court.

GLASGOW, Governor.

IN pursuance and exercise of the power and authority in this behalf enabling me, I, David, Earl of Glasgow, the Governor of the Colony of New Zealand, do hereby fix and appoint that sittings of the Nelson District Court, for civil and criminal business, shall be held as follows, from and after the first day of January next, in lieu of those previously fixed and appointed:—

NELSON DISTRICT.

In the Courthouse, Nelson: For civil business only, on the fourth Wednesday in the month of January, and the

third Wednesday in the months of April, June, and September, and on the second Wednesday in the month of December, at 11 a.m.; and for civil and criminal business, on the third Wednesday in the months of February, May, August, and October, at 11 a.m.

Provided that in case any of the days so fixed as aforesaid shall happen to be a holiday, then the Court appointed for that day shall be holden on the first day thereafter not being a holiday.

As witness the hand of His Excellency the Governor, this eighth day of December, one thousand eight hundred and ninety-four.

A. J. CADMAN.

Prescribing Statement, &c., to be furnished under "The Foreign Insurance Companies' Deposits Act, 1894."

GLASGOW, Governor.

IN pursuance of the provisions of "The Foreign Insurance Companies' Deposits Act, 1894," I, David, Earl of Glasgow, the Governor of the Colony of New Zealand, do hereby prescribe that for the purposes of sections 4 and 5 of the said Act the statement of the affairs of every foreign company to be furnished to the Public Trustee shall be for the period of twelve months at least prior to the publication or preparation for its shareholders or otherwise of the last statement of the affairs of the said company, and shall be in the form or to the effect as near as may be of the Schedules lettered A to D hereunder.

And I do further prescribe that the certificate to be obtained from the Public Trustee shall be in the form of the Schedule lettered E hereunder.

As witness the hand of His Excellency the Governor, this twelfth day of December, one thousand eight hundred and ninety-four.

A. J. CADMAN,
For the Colonial Treasurer.

SCHEDULE A.

STATEMENT OF THE AFFAIRS OF COMPANY FOR THE YEAR ENDED

	Fire.		Marine.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Authorised capital						
Subscribed capital						
Paid-up capital						

ASSETS.

(The present estimated realisable value.)

1. Cash in hand and in current account with bank						
2. Cash balances at agencies						
3. Balances due from other offices						
4. Bills receivable						
5. Deposits						
6. Outstanding premiums						
7. Outstanding interests and rents						
8. Accrued interest payable during following year						
9. House and landed property, including ground-rents						
All other assets, as follows: [<i>Here give a list showing total amount of each class</i>].						
Aggregate amount of all actual available assets						

LIABILITIES.

1. Losses adjusted and unpaid due and to become due						
2. Losses unadjusted, including all reported and supposed losses						
3. Losses resisted, including interest, costs, and expenses						
4. Total amount of claims for losses						
5. Less reinsurances thereon						
6. Net amount of unpaid losses and claims						
7. Total unearned premiums						
8. Amount reclaimable on policies						
9. Salaries and other miscellaneous expenses due and accrued						
10. Bills payable						
11. Unclaimed dividends						
12. All other liabilities						
13. Paid-up capital						
Aggregate liabilities						

SCHEDULE B.

					Fire.	Marine.	Total.
					£ s. d.	£ s. d.	£ s. d.
RECEIPTS DURING THE YEAR.							
1. Gross cash premiums received			
2. Less reinsurance, rebates, &c.			
3. Net cash receipts for premiums			
4. Received for interest, dividends, and rent			
5. Received from all other sources			
DISBURSEMENTS DURING THE YEAR.							
1. Gross amount paid for losses			
2. Less salvages and reinsurances			
3. Net amount paid for losses			
4. Commissions and brokerage			
5. Expenses of management			
6. Dividends paid			
7. Taxes paid			
8. All other disbursements			

SCHEDULE C.

MISCELLANEOUS.

					Fire.	Marine.	Total.
					£ s. d.	£ s. d.	£ s. d.
Amount of risks in force at beginning of year			
Add amount of risks underwritten and renewed during the year			
Total			
Deduct expirations and cancellations			
In force on			
Deduct amount reinsured			
Net amount in force	£		
Amounts deposited in various countries for the protection of policyholders, as follows: [<i>Here give amount for each country, state, colony, &c.</i>]							
Total			

Date of organization of company :
 Location of head office of company :
 Location of principal office in New Zealand of company :
 Name in full of attorney in New Zealand of company :
 Is such attorney authorised to sue and capable of being sued on behalf of company in New Zealand ?

SCHEDULE D.

BUSINESS IN NEW ZEALAND.

					Fire.	Marine.	Total.
Loans outstanding at close of year			
House and landed property owned in the colony at close of year			
All other assets, consisting of Government securities of the colony and securities realisable in the colony, at close of year			
Amount of risks underwritten or insurances in force at close of year			
Amount of premiums received during the year			
Amount of losses paid during the year			
Amount of losses incurred during the year			
All other liabilities at close of year			

I, [*name*], of [*address*], as and being the [*official position held in company*] of the _____ company, do solemnly and sincerely declare that the above is a true statement of the affairs of the said company as on the _____ day of _____, 18 ____ . And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of "The Justices of the Peace Act, 1882."

Declared at _____, this _____ day of _____, 18 ____, before me—

SCHEDULE E.

CERTIFICATE OF THE PUBLIC TRUSTEE UNDER THE PROVISIONS OF "THE FOREIGN INSURANCE COMPANIES' DEPOSITS ACT, 1894."

WHEREAS the [full name of company] has, in pursuance of the above-mentioned Act, furnished to the Public Trustee a statement of its affairs for the period and in the form prescribed by or in pursuance of the said Act: And whereas the Board of the Public Trust Office did, on the day of , pass a resolution that it is satisfied of the financial stability of the above-named company: Now, in pursuance of and compliance with section 4 of the said Act, the Public Trustee doth hereby grant his certificate authorising the said [full name of company] to carry on the business of for the period of twelve months from the

As witness the hand of , the duly-appointed Public Trustee, and his corporate seal, this day of , 18 .

Superintendent Collectors of Agricultural Statistics appointed.

Colonial Secretary's Office,
Wellington, 7th December, 1894.

HIS Excellency the Governor has been pleased to appoint the under-mentioned gentlemen to be Superintendent Collectors of Agricultural Statistics for the collection of February next, under "The Census Act, 1877," and to define that the district for which each shall act shall be that portion of the colony contained in the counties or parts of counties specified opposite his name, including the boroughs within their defined boundaries:—

Superintendent Collectors.	Districts (Counties with interior Boroughs).
William J. Harris ..	Mongonui, Whangaroa, Hokianga, Bay of Islands.
James McKinnon ..	Hobson, Whangarei, Otamatea.
John King ..	Rodney, Waitemata, Eden, Manukau, Great and Little Barriers, and adjacent islands.
William Henry Potts ..	Coromandel, Thames, Ohinemuri, Piako, and adjacent islands.
John Bull ..	Tauranga, Rotorua, Whakatane, East Taupo, West Taupo, and adjacent islands.
Cecil F. Lewis ..	Waipapu, Cook.
Thomas Kirk ..	Waikato, Waipa, Raglan, Kawhia.
James H. M. Good ..	Clifton, Taranaki, Stratford.
Ernest Barns ..	Hawera, Patea, Waitotara, Wanganui.
Robert North Keeling	Rangitikei, Oroua, KIWITEA, Pohangina, Manawatu, Horowhenua.
Thomas Humphries ..	Wairoa, Hawke's Bay.
Peter Skerrett ..	Waipawa, Patangata.
William R. Bone ..	Pahiatua, Wairarapa North, Wairarapa South.
Edward J. von Dadelzen	Hutt.
George Robinson ..	Sounds, Marlborough, Kaikoura, and adjacent islands.
Wilson Heaps ..	Waimea, Collingwood, and adjacent islands.
John G. Heslop ..	Buller, Inangahua.
David Barron ..	Grey, Westland.
Walter George Walker	Amuri, Cheviot, Ashley, Selwyn, Akaroa, Ashburton, and adjacent islands.
Edward Pilbrow ..	Geraldine, Levels, Mackenzie, Waimate.
John Church..	Waitaki, Waihemo, part Waikouaiti north of Waitati Stream.
Thomas R. Dodds ..	Part Waikouaiti south of Waitati Stream, Peninsula, Taieri.
Peter Nelson ..	Bruce, Tuapeka, Clutha.
William Russell ..	Southland, Wallace, Fiord, Stewart Island, and adjacent islands.
Michael John Staunton	Maniototo, Vincent, Lake.

P. A. BUCKLEY.

Deputy Registrars of Marriages, &c., appointed.

Colonial Secretary's Office,
Wellington, 8th December, 1894.

HIS Excellency the Governor has been pleased to appoint the under-mentioned gentlemen to be Deputies of the Registrars of Marriages and of Births and Deaths for the districts set respectively opposite their names, viz.:—

Name.	District.
CHARLES RUTLEDGE	Lyttelton.
WILLIAM FAIRBAIRN YOUNG STEWART ..	Wakatipu.

P. A. BUCKLEY.

Registrar of Marriages, &c., appointed.

Colonial Secretary's Office,
Wellington, 8th December, 1894.

HIS Excellency the Governor has been pleased to appoint

ALFRED CARTER

to be Registrar of Marriages and of Births and Deaths, and to be Vaccination Inspector, for the District of Wairau, *vice* E. W. Pasley. This appointment is to take effect on and from the 17th instant.

P. A. BUCKLEY.

Clerks of Courts appointed.

Department of Justice,
Wellington, 7th December, 1894.

HIS Excellency the Governor has been pleased to appoint

Constable JOHN HASLETT

to be Clerk of the Magistrate's Court at Kaikohe; and

Constable ARCHIBALD GRAY

to be Clerk of the Magistrate's Court at Herbertville.

A. J. CADMAN.

Cadets appointed.

Department of Justice,
Wellington, 12th December, 1894.

HIS Excellency the Governor has been pleased to appoint

DONALD BANKS

to be a cadet in the Magistrate's Court at Wellington; and

CECIL JOHN HEWLETT

to be a cadet in the Magistrate's Court at Palmerston North, from the 5th instant, *vice* Donald Banks, transferred.

A. J. CADMAN.

Secretary, Post and Telegraph Department, appointed.

General Post Office,
Wellington, 5th December, 1894.

HIS Excellency the Governor has been pleased to appoint

WILLIAM GRAY, Esq.,

to be Secretary of the Post and Telegraph Department. The appointment to date from the 1st January, 1894.

J. G. WARD,

Postmaster-General.

Superintendent of Electric Lines appointed.

General Post Office,
Wellington, 5th December, 1894.

HIS Excellency the Governor has been pleased to appoint

JAMES KENNEDY LOGAN, Esq.,

to be Superintendent of Electric Lines. The appointment to date from the 1st January, 1894.

J. G. WARD,

Electric Telegraph Commissioner.

Assistant Secretary and Inspector, Post and Telegraph Department, appointed.

General Post Office,
Wellington, 5th December, 1894.

HIS Excellency the Governor has been pleased to appoint

THOMAS ROSE, Esq.,

to be Assistant Secretary and Inspector of the Post and Telegraph Department. The appointment to date from the 1st January, 1894.

J. G. WARD,

Postmaster-General.

Inspectors of Factories appointed.

Department of Labour,
Wellington, 12th December, 1894.

HIS Excellency the Governor has been pleased to appoint the under-mentioned persons to be Inspectors under "The Factories Act, 1894," and to assign to them the districts set opposite their names, viz. :—

Name.	District.
Constable WILLIAM JAMES SIMPSON	.. Eltham.
Constable THOMAS DYER BROWN	.. Ashurst.

A. J. CADMAN,
For Minister of Labour.

Examiner of Titles appointed.

Head Office, Stamp Department,
Wellington, 12th December, 1894.

HIS Excellency the Governor has been pleased to appoint

HENRY HOWORTH, Esq.,

to be Examiner of Titles for the Land Registration District of Marlborough, during the absence of G. B. Davy, Esq. Such appointment to take effect on and from the 11th instant.

A. J. CADMAN,
For the Commissioner of Stamps.

Justice of the Peace resigned.

Department of Justice,
Wellington, 5th December, 1894.

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

JAMES SCOTT INGRAM, Esq.,

of Paeroa, of his appointment as a Justice of the Peace for the colony.

A. J. CADMAN.

Special Orders made by the Manganui Road Board, County of Stratford.

Colonial Secretary's Office,
Wellington, 8th December, 1894.

THE following special orders, made by the Manganui Road Board, are published in accordance with the provisions of "The Road Boards Act, 1882."

P. A. BUCKLEY.

MANGANUI ROAD BOARD.

NOTICE is hereby given that the following special order was made on Saturday, 20th October, 1894, and confirmed on Saturday, 1st December, 1894 :—

"That, to secure the repayment of a loan of £1,100, raised under 'The Government Loans to Local Bodies Act, 1886,' for the purpose of forming and gravelling the Stanley Road from the Beaconsfield Road to the Croydon Road with gravel 12in. deep, and the Croydon Road as far as the Cross Road with gravel 10in. deep, improving grades and gravelling two cuttings and fillings on Cross Road, and spending a sum of £50 on forming Croydon Road from the junction of Cross Road northwards; to pay out of such loan the cost of raising it; to strike as security on this loan a special rate of 2½d. in the pound over the following lands: namely, Sections 5, 6, 7, 8, 9, 10, 21, 22, 23, 24, 48, 49, 50, 51, 52, 53, 54, Block XIV., 1, 2, 18, Block XV., Huiroa Survey District. Such rate to be an annually-recurring rate for twenty-six years, and shall be payable in two half-yearly instalments on the 1st of January and the 1st of July in each year."

I hereby certify that the above special order was duly made in accordance with "The Road Boards Act, 1882."

HENRY WATSON,
Clerk.

Notice is hereby given that the following special order was made on Saturday, 20th October, 1894, and confirmed on Saturday, 1st December, 1894 :—

"That, to secure the repayment of a loan of £200, raised under 'The Government Loans to Local Bodies Act, 1886,' for the purpose of forming and metalling about 30 chains of the Rutland Road from the Mountain Road westward, and about 7 chains, more or less, from the end of the present gravel to Mr. Body's section; to pay out of such loan the cost of raising it; to strike as security on this loan a special rate of 1d. in the pound over the following lands: namely, Sections 233, 234, 235, 236, 237, 239, 241, 242, 243, 244, 245, Moa Survey District. Such rate to be an annually-recurring

rate for twenty-six years, and shall be payable in two half-yearly instalments on the 1st of January and the 1st of July in each year."

I hereby certify that the above special order was duly made in accordance with "The Road Boards Act, 1882."

HENRY WATSON,
Clerk.

Result of Poll for Proposed Loan, Stratford County Council.

Colonial Secretary's Office,
Wellington, 8th December, 1894.

THE following notice, received from the Chairman of the Stratford County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1886."

P. A. BUCKLEY.

STRATFORD COUNTY COUNCIL.

RESULT of poll taken on the 3rd day of December, 1894, upon the proposal to borrow £250, under "The Government Loans to Local Bodies Act, 1886," to form, grade, and metal the Manaia Road North :—

Number of ratepayers on special roll, 7; number of votes exercisable, 7: Number of ratepayers voting in favour of the proposal, 6; number of votes recorded in favour of the proposal, 6; number of ratepayers voting against the proposal, nil.

I declare the proposal to be carried.

Wm. MONKHOUSE,
Dated at Stratford, 7th December, 1894. Chairman.

Result of Poll for Proposed Loan, Mauriceville Road Board, County of Wairarapa North.

Colonial Secretary's Office,
Wellington, 11th December, 1894.

THE following notice, received from the Chairman of the Mauriceville Road Board, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1886."

P. A. BUCKLEY.

MAURICEVILLE ROAD BOARD.

THE following is the result of a poll taken at the house of Mr. W. Gray, Dreyer's Rock Road, on the 22nd October, 1894, on a proposal to borrow £1,200, under "The Government Loans to Local Bodies Act, 1886," for the purpose of forming the Central Mangamahoe Road from the termination of the present formation to the junction with the Ihuraua Valley Road :—

Number of ratepayers on special roll, 13, representing 14 votes: Number of ratepayers who voted for the proposal, 10, representing 10 votes.

There being a majority of the ratepayers and votes in favour of the proposal, I hereby declare the proposal carried.

CHARLES FORSBERG,
Mauriceville, 23rd November, 1894. Chairman.

Result of Poll for Proposed Loan, Otaki Road Board, County of Horowhenua.

Colonial Secretary's Office,
Wellington, 11th December, 1894.

THE following notice, received from the Chairman of the Otaki Road Board, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1886."

P. A. BUCKLEY.

OTAKI ROAD DISTRICT.—SPECIAL DISTRICT NO. 2.

THE following is the result of a poll of ratepayers of the above district, taken on the 27th inst., on the proposal to borrow £100 from the Colonial Treasurer, under "The Government Loans to Local Bodies Act, 1886," for the construction of the continuation of the Ringawhata Road :—

Ratepayers on the roll, 4; votes exercisable on the roll, 7: Number of ratepayers who voted for the proposal, 2; number of votes recorded in favour of the proposal, 5; ratepayers who voted against the proposal, nil.

As a majority in number of the ratepayers voted in favour of the proposal, and the number so voting are entitled to more than one-half of the votes that can be exercised by the whole number of ratepayers, I hereby declare the proposal carried.

A. KNOCKS,
Chairman, Otaki Road Board.
Otaki, 28th November, 1894.

Special Order made by the Wirokino Road Board, County of Horowhenua.

Colonial Secretary's Office,
Wellington, 8th December, 1894.

THE following special order, made by the Wirokino Road Board, is published in accordance with the provisions of "The Road Boards Act, 1882."

P. A. BUCKLEY.

SPECIAL ORDER made and confirmed by the Wirokino Road Board on 20th October, 1894.

FOR the purpose of paying interest and other annual charges on a loan of £55, to be raised under sections 21 and 22 of "The Government Loans to Local Bodies Act, 1886," being 10 per centum of the loan of £550 originally authorised for the metalling of the Kingston Road, to make, under sections 24, 25, and 26 of "The Local Bodies' Loans Act, 1886," a special rate of $\frac{1}{4}$ d. in the pound on the rateable values of the following sections: 6, 10, 11, 12, 14, 15, 17, part of 18, 19, 20, 21, 22, 23, 24, 25, 26, of Block XII., and Section 7, Block XVI., Mount Robinson Survey District. Such special rate to be an annually-recurring rate for a period of twenty-five years, and payable in one sum on the 1st July in each year.

I hereby certify that the above special order was duly made and confirmed by the Wirokino Road Board, in accordance with "The Road Boards Act, 1882."

CHARLES E. LAIDLAY,
Clerk to the Board.

Licensing of Vehicles.—By-law made by the Taranaki County Council.

Colonial Secretary's Office,
Wellington, 12th December, 1894.

IT is hereby notified, in accordance with section 311 of "The Counties Act, 1886," that so much of the by-law made by the Taranaki County Council, and sealed on the 4th day of December instant, as appoints the several sums to be paid to the county funds for the licensing of vehicles, has this day been approved by His Excellency the Governor.

P. A. BUCKLEY.

Issue of Imperial Volunteer Officers' Decoration.

Defence Office,
Wellington, 11th December, 1894.

HIS Excellency the Governor has been pleased to approve of the issue of the Imperial Volunteer Officers' Decoration to

Lieutenant-Colonel PETER DIGNAN, Unattached Active List, New Zealand Volunteers,

he having a total continuous efficient commissioned and rank service to the 27th November, 1894, of 21 years 324 days.

R. J. SEDDON.

Regulations for Examination of Masters and Mates.

Marine Department,
Wellington, 6th December, 1894.

IN pursuance and exercise of the powers vested in me by the 24th and 25th sections of "The Shipping and Seamen's Act, 1877," I do hereby make the following regulations for the conduct of examinations of masters and mates, and as to the qualifications of candidates; and direct that the fees specified therein shall be paid to the Collectors of Customs at the ports where the applications to be examined are made. These regulations shall come into force on the 1st day of March next, and shall then supersede any rules or regulations heretofore existing, and affecting such examinations, qualifications, and fees.

J. G. WARD,
Minister having Charge of Marine Department.

PRELIMINARY AND GENERAL.

1. UNDER the provisions of "The Shipping and Seamen's Act, 1877," no "foreign-going ship" or "home-trade passenger-ship" can legally proceed to sea from any port in the colony unless the master thereof, and in the case of a foreign-going ship the first and second mates or only mate (as the case may be), and in the case of a "home-trade passenger-ship" the first or only mate (as the case may be), have obtained and possess valid certificates, either of competency

* By a "home-trade passenger-ship" is meant one which is employed in carrying passengers on the coasts of New Zealand, but not to or from the Chatham Islands, the Auckland Islands, or Campbell Island. By a "foreign-going ship" is meant every ship not included in the term "home-trade ship."

or service, appropriate to their several stations in such ship, or of a higher grade; and no such ship, if of 100 tons burden or upwards, can legally proceed to sea unless at least one officer besides the master has obtained and possesses a valid certificate appropriate to the grade of only mate therein, or to a higher grade; and under section 34 of "The Shipping and Seamen's Act Amendment Act, 1894," every sea-going vessel of 20 tons net register and over not included in the foregoing provisions is to carry a master holding a certificate of a grade not lower than a home-trade master's certificate, and every person who, having been engaged to serve as master or as first or second or only mate of any "foreign-going ship," or as master or first or only mate of a "home-trade passenger-ship," or as master of a sea-going vessel of 20 tons net register and over, goes to sea as such master or mate without being at the time entitled to and possessed of such a certificate as the Act requires, or who employs any person as master, or first, second, or only mate, of any "foreign-going ship," or as master or first or only mate of any "home-trade passenger-ship," without ascertaining that he is at the time entitled to and possessed of such certificate, for each offence incurs a penalty not exceeding fifty pounds.

2. Every certificate of competency for a "foreign-going ship" is to be deemed to be of a higher grade than the corresponding certificate for a "home-trade passenger-ship," and entitles the lawful holder to go to sea in the corresponding grade in such last-mentioned ships; but no certificate for a "home-trade passenger-ship" entitles the holder to go to sea as master or mate of a "foreign-going ship," nor does a certificate of service entitle the possessor to act in a vessel of any class except that for which it is granted.

3. Certificates of competency will be granted to those persons who pass the requisite examinations, and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding examinations.

4. Candidates for examination must make their application upon the appropriate form (Exn. 2), which must be filled up at a Mercantile Marine Office (Customhouse). The Exn. 2, properly filled in, together with the candidate's testimonials and discharges, must be lodged with the Superintendent of the Mercantile Marine Office not later than the day before the day of examination, and the candidate must conform to any regulations in this respect which may be laid down by the Marine Department, as if this be not done delay may be occasioned.

5. In cases where a candidate is in doubt whether his sea service complies with the regulations, and he wishes to submit his case for special consideration, all certificates, discharges, testimonials, &c., together with the Form Exn. 2 (which can be obtained at any Mercantile Marine Office), properly filled in, and a concise statement of the irregularity, should be sent to the Superintendent, Mercantile Marine Office, or to the Examiner of Masters and Mates. If necessary, the officer will, after seeing that all the required information is clearly set forth in the papers, and making his remarks thereon, forward them to the Secretary, Marine Department, who will deal with the case.

6. All other inquiries regarding examinations should be made and dealt with in the same way. The point on which information is sought should be clearly stated, and certificates, discharges, testimonials, &c., should be forwarded when they are material to the inquiry.

7. Foreigners must prove to the satisfaction of the Examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel (see also pars. 20 and 127).

8. Should any doubt exist as to the age of a candidate, he will be required to produce a certificate of birth.

9. It is provided by "The Shipping and Seamen's Act, 1877" (sec. 32), that every person who makes, or procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or for any other person a certificate of competency, shall for each offence be deemed guilty of a misdemeanour. These provisions will be strictly enforced by the Marine Department, and any candidate for a certificate of competency as master, or as first, or second, or only mate, in the merchant service, who shall, knowingly and fraudulently, for the purpose of obtaining any such certificate, present to the Examiner any "application to be examined for a certificate of competency" (Exn. 2) or statutory declaration containing any false or inaccurate statement of service, and any person who shall knowingly and fraudulently make or prepare, or assist in making or preparing, any such false or inaccurate statement, will be prosecuted.

10. If the candidate passes he will receive the Form Exn. 16, which authorises the Superintendent of the Mercantile Marine Office to whom it is addressed by the Examiner to issue the certificate to the candidate, whose testimonials, &c., will be returned at the same time. It is therefore important that the port of destination of the certificate should be the same on both the Form Exn. 16 and the Form Exn. 2. If circumstances should make any alteration neces-

sary, the Examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

11. If after a candidate has passed his examination it is discovered on further investigation—*e.g.*, by verification on the part of the Marine Department—that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, such certificate will not be granted to him; but, if the Marine Department is satisfied that the error in the calculation of the candidate's services did not occur through any fault or wilful misrepresentation on his part, he may be granted a certificate of such lower grade as his service entitles him to. The difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be placed to his credit. A certificate for the higher grade will not be granted until the candidate has performed the amount of service in which he was deficient, and has been re-examined in all the subjects.

SUSPENSION OR CANCELLATION OF CERTIFICATES.

12. Certificates are liable to suspension or cancellation—

- (1.) On an investigation, ordered by the Minister of Marine under section 119 of "The Shipping and Seamen's Act, 1877," into the incompetency or misconduct of the possessors.
- (2.) By Courts of inquiry into shipping casualties under section 244 of "The Shipping and Seamen's Act, 1877."
- (3.) By the Governor, under section 121 of "The Shipping and Seamen's Act, 1877," upon conviction for any offence.

13. No certificate which has been cancelled will be re-issued or renewed without the express sanction of the Marine Department.

REGULATIONS AS REGARDS SEA SERVICE AND OTHER QUALIFICATIONS FOR EXAMINATION.

14. For foreign-going certificates the term "sea service" means, unless otherwise stated, service performed in foreign-going vessels.

15. For home-trade passenger-ship certificates service in the home or coasting trade is regarded as equivalent to service in the foreign trade; but for foreign-going certificates it is regarded as only equivalent to two-thirds of the same time served in the foreign trade.

16. CERTIFICATE.—By "certificate" is meant a certificate granted by the Board of Trade under the Merchant Shipping Acts or by the Government of a British possession under an Order in Council issued in pursuance of "The Merchant Shipping (Colonial) Act, 1869."

17. Officer's service, to be recognised as such, must be performed with the requisite certificate as specified in pars. 57, 60, and 82. The officer's service performed by men who have been duly promoted during the course of a voyage (see par. 23), or who in consequence of serving in vessels plying between ports abroad have been unable to obtain the necessary certificate, may, however, be recognised, provided that it is in other respects satisfactory.

18. Testimonials to character, and to sobriety, experience, ability, and good conduct on board ship for at least the twelve months of service immediately preceding the date of application to be examined, will be required of all applicants, and without producing them no person will be examined.

19. Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proofs of two years' subsequent service and good conduct at sea, unless the Marine Department, after having investigated the matter, should see fit to reduce the time.

20. The testimonials of service of foreigners and of British officers and seamen serving in foreign vessels, which cannot be verified, must be confirmed either by the Consul of the country to which the ship in which the candidate served belonged, or by some other recognised official authority of that country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient. Each case will be decided on its own merits, and if the sufficiency of the proofs given appears to be at all doubtful it must be referred to the Marine Department for decision.

21. The time for which length of service as seaman or officer in the mercantile marine is to be reckoned in all cases referred to in the following paragraphs is from the commencement to the termination of the voyage. The certificates of discharge will generally be accepted as proof of service. Great care must be exercised by the Superintendents and Examiners so as to detect any tampering with the information contained in these discharges; any suspicious cases must be reported at once to the Marine Department.

22. Services which cannot be verified by proper entries in the articles of the ships in which the candidates have served cannot be counted. For instance, a man will state his service to have been as second or only mate, and to support his assertion will produce a certificate of discharge or of employment by the master to the effect that he served as mate, when on reference to the articles it appears that he had actually been rated as boatswain. The service in such a case will not be regarded as having been in the capacity of mate.

23. Whenever a man has, from any cause, been regularly promoted, on the occurrence of a vacancy in the course of the voyage, from the rank in which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the official log-book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

24. Service performed exclusively in trawlers and other deep-sea fishing-vessels will not qualify a candidate for examination. He must, in addition, prove the following service:—

(1.) For a *foreign-going certificate*, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or the equivalent period (twenty-seven months) in the home or coasting trade.

(2.) For a *home-trade passenger-ship certificate*, service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

25. Service in pleasure-yachts will be accepted as qualifying service under the following conditions:—

(a.) Service in pleasure-yachts must in all cases be verified by satisfactory proofs, which must set forth clearly and in detail the nature and duration of the service claimed; and it must be distinctly understood that only actual sea service will be accepted, service in harbour or port being inadmissible.

(b.) Service in foreign-going yachts will be accepted in full; and service performed within home-trade limits in sailing-yachts of not less than 50 tons net register or in steam-yachts of not less than 80 tons gross register will be accepted in the proportion stated in paragraph 15; but candidates must also show—(1) For a *foreign-going certificate*, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or for the equivalent period (twenty-seven months) in an ordinary trading-vessel in the home or coasting trade; (2) for a *home-trade passenger-ship certificate*, service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

(c.) Service within home-trade limits in sailing-yachts of under 50 tons and not less than 20 tons net register, or in steam-yachts of under 80 tons and not less than 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the same time served in the foreign trade; but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign-going certificates.

(d.) Service within home-trade limits in sailing-yachts of not less than 20 tons net register, or in steam-yachts of not less than 40 tons gross register, will be accepted at the ordinary rate as qualifying service for *home-trade passenger-ship certificates*; but candidates must prove that they have, in addition, served for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

(e.) Service within home-trade limits in sailing-yachts of less than 20 tons net register, or in steam-yachts of less than 40 tons gross register, will not be accepted as qualifying service for any class of certificate.

26. Service performed in tug-boats employed outside partially-smooth-water limits may be accepted as sea service for qualifying for a mate's or master's certificate for home-trade passenger-ships.

27. Service in steam hopper-barges may (subject to par. 29) be allowed to count towards qualifying a candidate for a mate's certificate of competency for home-trade passenger-ships, provided he can prove at least two years' service in an ordinary trading-vessel in either the home, coasting, or foreign trade. Service in these steam-hoppers will not be accepted as officer's service towards qualifying a candidate for a master's certificate.

28. Service in light-ships or in an engine-room will not be accepted as sea service.

29. Service performed on rivers, no matter of what size, and service performed within smooth- or partially-smooth-water limits will not be accepted.

Where any doubt whatever exists on this point, the candidate must be required to produce a certificate from the master or owner of the vessel in which the service was performed, before the service can be accepted.

30. In the case of service on board excursion-steamers, only such service as can be proved to have been performed actually at sea can be accepted.

31. Service in auxiliary-screw whaling-ships and other vessels with auxiliary steam-power, which use their screws only in calms or during light winds, is considered as service performed in sailing-vessels.

32. Service in a lower grade than first or only mate in the home or coasting trade will not be recognised as officer's service towards qualifying a candidate for examination for a foreign-trade certificate.

33. Service as additional or auxiliary first mate or as auxiliary second mate (*when a third mate is carried*) in large foreign-going vessels will count as first mate's or second mate's service, as the case may be, provided that the candidate was entered on the articles in one of these capacities, and that he was during the whole time claimed *in charge of a watch or watches*.

34. When service "in charge of a watch" in either the foreign or home trade is specified in the regulations, the candidate will have to prove that during the whole of the time claimed he had the *regular* charge of a watch or watches, which, if in the foreign trade, must amount to not less than eight hours of each twenty-four hours of service. It must be distinctly understood that occasional service in charge of a watch will not be accepted as mate's service under the regulations.

Great care must be exercised by the Examiners, &c., in regard to such service, and unless the candidate produces a clear and satisfactory certificate, specially setting forth the above facts, from the master or owner of the vessel in which the service was performed, it must not be accepted.

35. The term "pilot" in these regulations (see pars. 57 and 83) means a pilot who is employed in general pilotage, and holds a first-class pilot's certificate from some competent authority authorising him to pilot vessels outside harbour and partially-smooth-water limits.

36. Candidates whose services have been in capacities other than apprentice, midshipman, ordinary seaman, or able seaman—*e.g.*, cook (when it is performed in small vessels, where cooking is only a part of a man's duty), carpenter, or sail-maker—will be required to satisfy the Marine Department that they have during the whole time claimed performed deck duties in addition to their own particular work, and that they have a good knowledge of seamanship. These facts may possibly be proved by the production of satisfactory certificates from the masters with whom the applicant has served; but such service will only be accepted as equivalent to two-thirds of the same time served as ordinary deck-hand. Failing satisfactory evidence, the applicant will be required to perform additional service in the capacity of seaman. Service as cook (under other conditions than the above) or as steward will not be accepted.

37. Half the time served on board a training-ship will be allowed to count as service at sea up to a limit of one year (*i.e.*, no length of service will be allowed to count as more than one year at sea), provided that the candidate can produce a certificate from the committee that he has conducted himself creditably, and passed a good examination in seamanship, so far as it is practised in the training-ship, as well as in other matters, down to the time of his leaving the ship; but this service will not be regarded as equivalent to service in square-rigged vessels.

38. The *whole* of the time served under indentures of apprenticeship (unless the same are cancelled through some fault of the candidate) will be accepted as actual sea service under the regulations, provided that the applicant has served at sea four-fifths of the time claimed as apprentice (*i.e.*, that he has not spent more than one-fifth of the time claimed in home ports), and provided also that his indentures are indorsed by the owner or master to whom he has been bound to the effect that he has performed his service faithfully during the time he remained apprentice. In cases where an apprentice may be qualified for examination before the expiration of his indentures (or for any other satisfactory reason) a letter from the owner or master will be accepted in place of this indorsement.

In the event of the candidate being short of the required four-fifths of his apprentice's time, he will be required to show sufficient additional sea service, either as seaman or junior officer, to make up the four-fifths of the time claimed as apprentice.

39. The *whole* of the time served as midshipman in the mercantile marine will be accepted subject to the same conditions as those laid down for apprentices, provided the candidate has been bound by indentures during the time claimed as midshipman, but not otherwise.

SERVICE IN THE ROYAL NAVY AND ROYAL NAVAL RESERVE.

40. Officers of the Royal Navy are at liberty to apply for certificates of service and to be examined for certificates of competency in the mercantile marine, but the Lords Commissioners of the Admiralty have directed that the applications of officers on the active list should be made through their commanding officers.

41. Officers of the Royal Navy desirous of being examined for certificates of competency in the mercantile marine will be required to prove the following service, and if the officer wishes to obtain an ordinary certificate he must prove that at least twelve months of this required period was served under sail alone.

42. For second mate: A candidate must produce satisfactory evidence of four years' service at sea, or that he has attained the rank of acting sub-lieutenant.

43. For only mate: A candidate must prove five years' service at sea.

44. For first mate or master: A candidate must show that he has attained the rank of sub-lieutenant.

45. Officers of the Royal Naval Reserve who perform sea service on board Her Majesty's ships in the capacity of lieutenant or sub-lieutenant will be allowed to count such service as if it had been performed on foreign-going merchant ships; and the service will rank according to the certificate of competency held by the candidate at the time.

46. If accompanied by a good report, half the time spent in drill in the Royal Naval Reserve, and in harbour ships of the Royal or colonial navies, will be allowed to count as sea service, subject to the limit that no such service must amount to more than one-fourth of the time required for the particular grade of certificate applied for.

FORM-VISION, COLOUR-VISION, AND COLOUR-IGNORANCE TESTS.

47. The following are the rules relating to the form-vision and colour tests:—

(1.) Examinations for form-vision, colour-vision, and colour-ignorance are open to all persons serving or intending to serve in the mercantile marine, and all such persons are recommended to take the earliest opportunity of ascertaining by means of these examinations whether their vision is such as to qualify them for service in that profession.

(2.) The examination consists of three parts: (a) Form-vision test (see Note A); (b) colour-vision test (see Note B); (c) colour-ignorance test (see Note C).

No candidate will be examined in the colour-vision test until he has passed the form-vision test, or in the colour-ignorance test until he has passed the colour-vision test.

(3.) Any person serving or intending to serve in the mercantile marine, if desirous of undergoing the form-vision, colour-vision, and colour-ignorance tests *only*, must make application to the Superintendent of a Mercantile Marine Office, and must pay a fee of 2s. 6d.

This fee will be payable on each occasion upon which a candidate is examined in form, vision, and colours *only*.

(4.) Every candidate for a certificate of competency who is not already in possession of such a certificate will be required to pass the three tests mentioned in Rule 2 before he can proceed to the examination in navigation and seamanship for the certificate which he desires to obtain, even though he may have passed the tests on some previous occasion.

(5.) Every candidate who is already in possession of a certificate of competency, and who desires to obtain a certificate of a higher grade, will be required to pass the three tests mentioned in Rule 2 before he can proceed to the examination in navigation and seamanship for the certificate of a higher grade.

That is to say, no candidate will be permitted to proceed with the examination in navigation and seamanship for a higher certificate if he fails to pass the three tests.

(6.) If a candidate fails to pass any of the three tests, a note of the fact of his having done so will be written across the face of the certificate which he already possesses before the certificate is returned to him.

(7.) If a candidate who undergoes the form-vision, colour-vision, and colour-ignorance tests *only* (see Rule 3) is in possession of a certificate of competency, he must hand in his certificate before the examination commences; and if he fails to pass any of the three tests a statement of his failure will be written on the certificate before it is returned to him.

- (8.) Candidates who fail to pass the form-vision test or colour-ignorance test can be re-examined at intervals of three months, but candidates who fail to pass the colour-vision test cannot be re-examined. It is open, however, to any candidate who has failed to pass that test to appeal to the Marine Department, which may, if it think fit, remit the case to a special examiner or body of examiners for final decision.
- (9.) The expenses of candidates who are examined by the special examiners, and are reported by them to have passed the three tests, will, under certain circumstances, be paid by the Marine Department, at a rate which will be notified to the candidate; but no payment whatever will be made towards the expenses of candidates who upon their own application are examined by the special examiners and are reported by them to have failed. The special examinations will be held in Wellington only.
- (10.) When a candidate fails to pass the colour-test the Examiner will point out to him the conditions under which he can appeal. Appeals are to be made through the Examiners, and forwarded to the Marine Department with the Examiner's remarks.
- (11.) The holder of a certificate which bears on it a statement of failure in the first test (form-vision) or in the third test (colour-ignorance) can have the statement removed by passing after the prescribed interval the test to which it refers; but the instruction in the last paragraph of Rule 2 must be followed.
- (12.) The fee paid for examination for a certificate of competency includes the fee of 2s. 6d. for examination in form-vision, colour-vision, and colour-ignorance, and if the candidate fails to pass those tests will, with the exception of 2s. 6d., be returned to him.
- (13.) Only Examiners who have themselves passed the colour-test are to undertake these examinations.

Note A.—Form-vision Test.

(1.) The test for form-vision is the first test which the candidate is required to undergo; and until he has passed this test he cannot be allowed to proceed further with the examination. (See Rule 2.)

(2.) The tests to be used are Snellen's letter-test for candidates who can read, and the "dot" test for those who cannot read.

The sets of tests which have been supplied to the Examiners consist respectively of eight sheets of Snellen's letters and two sheets of dots.

(3.) The chief object of the tests for form-vision is to show whether the candidate possesses eyesight of sufficient strength and range; or, in other words, they are means of discovering whether the candidate has good or bad sight.

They also afford a means of detecting whether a candidate is suffering from that form of colour-blindness which is caused by the excessive use of tobacco and by illness or similar affections. All candidates who are suffering from colour-blindness arising from causes of that nature will be found to be incapable of passing the tests for form-vision.

(4.) Candidates may use both eyes or either eye when being tested, but they must not be allowed to use spectacles or glasses of any kind.

The set of tests is to be hung on the wall, in a good light, at a height of about 5ft. or 6ft. from the ground.

(5.) If the candidate can read, he should be placed at a distance of 16ft. from the letter-test sheets, and exactly opposite them. The distance should be carefully measured, and the candidate should not be allowed to approach within 16ft. of the test-sheets.

One of the eight sheets of letters should then be exposed, and the candidate should be asked to read the letters, beginning at the top and going downwards. If he can read correctly three of the five letters in the fifth line from the top (third from the bottom), or four of the letters in either of the two lines below he may be considered to have passed the test. If he cannot do so he should be treated as having failed. Candidates should be tested with at least two of the sheets of letters, and the same two sheets should not be used for all candidates.

(6.) The number printed over each row of letters shows the distance in feet at which a person possessing ordinary sight should be able to read the letters in the row.

(7.) If the candidate cannot read, he must be tested with the sheets of dots. For this test he is to be placed at a distance of precisely 8ft. from the test-sheets, and exactly opposite them. One of the sheets of dots is then to be exposed, and the candidate should be asked to name the number of dots in one or two of the lines or groups. Lines and groups of dots can be formed by holding a piece of white

paper over part of the sheet, but care must be taken that when this is being done the candidate's view is not obstructed, or the light on the test-sheet in any way obscured.

The Examiner must make sure that the candidate understands what he is required to do.

If the candidate answers the questions put to him by the Examiner with complete or very nearly complete accuracy, he should be treated as having passed. If he does not answer with very nearly complete accuracy, he should be treated as having failed.

(8.) The Examiner must take care, by varying the tests in form-vision, and by every other means, to guard against the possibility of any deception on the part of the candidates.

(9.) The result of every test in form-vision is to be reported to the Marine Department.

All cases of failure to pass the test are also to be reported to the Marine Department.

Note B.—Colour-vision Test.

(1.) The colour-vision of candidates is to be tested by means of Holmgren's wools.

The wools are always to be kept in the tins provided for the purpose, except when in use at an examination, in order that they may not become faded or dirty. Each set contains about 135 skeins of wool.

(2.) Before the examination commences the skeins should be separated from one another, but each separate skein should be kept tied up as when first received.

The three test skeins are labelled respectively I. (light green), II.a (pink or light purple), and II.b (red), and they are always to be used in the order mentioned.

Care must be taken that the labels do not get detached.

The colour-vision test should be held only by daylight. If a good natural light is not obtainable and artificial light has to be used, the test must be postponed. When the weather is dark or foggy, and a candidate cannot be examined in colours before his examination in navigation commences, he may be allowed to proceed with the examination in navigation provided he is examined in colours on the first available opportunity.*

Full instructions as to the conduct of the examination will be found herein.

(3.) The Examiner, as the examination proceeds, should carefully place on one side the skeins the selection of which by the candidate seems to indicate a defect in colour-vision, taking care to discriminate between those selected as matching the first test-skein, those selected as matching the second test-skein, and those selected as matching the third test-skein.

The skeins which have been correctly selected should be returned to the general heap on the completion of each of the three tests.

(4.) In every case in which the Examiner rejects a candidate, or is in doubt as to whether he should reject him or not, he is, when the examination is finished, to cut a small piece (say, an inch) off every one of the actual skeins incorrectly selected by the candidate, and to stitch the pieces cut off on to a form, keeping the pieces cut off the skeins selected as matches to the first test-skein in one line, the pieces cut off the skeins selected as matches to the second test-skein in another line, and the pieces cut off the skeins selected as matches to the third test-skein in a third line on the form. The form with the pieces of wool attached to it is then to be forwarded to the Marine Department, with the Examiner's report thereon.

The greatest care must be taken that the pieces forwarded are cut off the actual skeins selected by the candidate, in order that there may be a reliable record of the actual selections made by the candidate if any question should subsequently arise.

Pieces need not be cut off the test-skeins, but only off the skeins incorrectly selected by the candidates.

(5.) In cases in which the candidate passes the test pieces need not be cut off the skeins he has selected.

(6.) When the candidate makes incorrect matches the examiner should, after each of the three tests, hold up the skeins selected, and ask the candidate if he is satisfied that they all match the test-skein. If he is not satisfied he may be allowed to withdraw any of the skeins he pleases.

(7.) During the test for colour-blindness the Examiner should avoid naming the colours of any of the wools, and should explain to the candidate that he does not require them to be named to him.

In the test for colour-ignorance the candidate has to name three colours. (See Note C.)

(8.) As soon as any skein becomes discoloured, or unduly reduced in size (say by one-third) owing to pieces having been cut off it, the matter should be reported to the Marine Department.

* When the examination in navigation precedes the colour tests the candidates should be informed that the examination in navigation will count for nothing if they should fail to pass the colour test.

(9.) In the remarks which follow reference is made to different kinds of colour-blindness (red-blindness and green-blindness), but the Examiner is not required to form any conclusion as to the kind of colour-blindness from which the candidate suffers, and should not offer the candidate any opinion on this point.

All that is required is that the Examiner shall conduct the examination according to the rules laid down, and from the wools selected judge whether the candidate is or is not colour-blind, the nature of his colour-blindness being immaterial.

(10.) The result of every test should be reported to the Marine Department.

All cases of failure should also be reported to the Marine Department, with the pieces of the wools incorrectly selected by the candidate. (See par. 4.)

Holmgren's Method of Testing for Colour.

The method of testing consists in asking the candidate to select from variously-coloured objects those which appear of the same colour as one which the examiner selects. The most suitable objects and at the same time the most readily obtainable are skeins of wool, which can be procured of almost every desired hue and tone. An advantage of skeins of wool, besides their portability, is that, owing to their want of gloss, they appear of approximately the same tone from whichever side they are viewed. The colours of the skeins to be selected include reds, oranges, yellows, yellowish-greens, pure greens, blue-greens, blues, violets, purples, pinks, browns, and greys. Several shades of each colour, with at least five gradations of each tint, are provided, from the deepest to the lightest greens and greys. Varieties of pinks, blues, and violets, and of light-grey, together with shades of brown, yellow, red, and pink, are well represented. The test-skeins with which the examinees are to compare the other skeins are three in number—(1) a light-green, (2) a pink or pale purple, and (3) a bright-red. These three colours will suffice to indicate approximately the amount and kind of colour-blindness which may exist. The light-green skein, which is a tolerably pure green mixed with a large proportion of white, is chosen as the colour which closely matches the spectrum colour which the red- and green-blind distinguish as white or grey. It is chosen of a pale tint, as it then becomes puzzling to the colour-blind to distinguish its colour by luminosity. A light-grey or drab skein will present the same brightness to him that this pale colour does, and, although he may be trained to distinguish bright colours by their relative luminosities, in the case of these pale varieties he will be unable to do so. The pink or light-purple is chosen for similar reasons, and, in fact, it is nearly a complementary colour to the green. The purple is, according to the Young-Helmholtz theory, a mixture of two fundamental colours, the blue and the red, and as in the green-blind it excites both the blue and red sensations it may be confused with grey, or with a green. In the red-colour-blind it excites in excess the blue sensations mixed with what they call white. A blue or violet may therefore be matched with it.

The method of examination is as follows:—

The wools are placed in a heap on a large table covered by a white cloth or white paper, and in broad daylight. The first test-skein is taken from the pile, and laid far enough away from the others not to be confounded with them during the examination. The person examined is requested to look carefully at the test-skein, and then to select other skeins from the pile most nearly resembling it in colour, and to place them by the side of the sample. At the outset, it is necessary that he should thoroughly understand that he is required to search the heap for the skeins which make an impression on his chromatic sense or sense of colour similar to that made by the test-skein, and quite independently of any name he may give the colour. The examiner should explain that resemblance in every respect is not necessary; that there are no two specimens exactly alike; that the only question is the resemblance of the colour: and that, consequently, the candidate must endeavour to find something similar in shade and something lighter and something darker of the same colour. If the person examined cannot succeed in understanding this by a verbal explanation, resort must be had to action. The examiner should himself pick out the skeins, thereby showing in a practical manner what is meant by a shade, and then restore the whole to the pile, except the sample skein. As it would require too much time to examine every individual in this way it is advisable, when examining large numbers, to instruct them all at once, and to ask them to attentively observe the examination of those preceding them, so as to become more familiar themselves with the process. This saves time, and there is no loss of security, for no one with a defective chromatic sense will be able to find the correct skeins in the heap the more easily from having a moment before seen others looking for and arranging them; he will make the same characteristic mistakes. But the normal observer, on the other hand, will generally accomplish his task much better and more quickly after having seen how it has to be done.

The coloured plate shows the test-colours and some of the mistakes likely to be made by colour-blind people. The colours in the plate are of two characters—

1. The *colours for samples (test-colours)*—that is, those which the examiner presents to the person examined; and

2. The "*confusion-colours*"—that is to say, those which the colour-blind may select as matches with the sample.

The first are shown on the plate as horizontal bands, and are distinguished by Roman numerals (I., II.a, and II.b), the second as vertical bands, under the test-colours, and are distinguished by Arabic figures (1, 2, 3, &c.).

As to the similarity between the confusion-colours of the plate and the wools which the colour-blind take from the heap, reliance must be placed simply on the hue, and not on their brightness or degree of colour-saturation. The confusion-colours shown in the plate are only to illustrate the mistakes which the colour-blind may make, and for this purpose they serve perfectly. Having made this explanation, we can pass directly to the test itself. The following are the directions for conducting it, and for making a diagnosis from the results:—

TEST I.—The *green* test-skein which is labelled Test No. I. in the bundle is exhibited to the candidate. This sample is the palest shade (the lightest) of very pure green, which is neither a yellow-green nor a blue-green to the normal eye, but fairly intermediate between the two, or at least not verging upon yellowish-green.

Rule.—The examination must continue until the examinee has placed near the test-skein several other skeins of the same colour, or else, with these or separately, one or more skeins of the class of "*confusion-colours*" such as 1 to 5 in the plate, or until he has sufficiently proved that he can easily and unerringly distinguish the confusion-colours, or else has given unmistakable proof of a difficulty in accomplishing it.

Diagnosis.—An examinee who places with the test-skein "*confusion-colours*" such as 1 to 5—that is to say, finds that they resemble the "*test-colour*"—is *colour-blind*, whilst if he evinces a manifest disposition to do so though he does not absolutely do so, he has a *feeble chromatic sense*, or sense of colour.

Remark.—We might have taken more than five colours for "*confusion*"; but we must remember that we are not taking into consideration every kind of defective colour-sense.

TEST II.—The pink or light-purple skein which is labelled No. II.a is shown to the examinee. The colour is midway between the lightest and darkest. It only approaches that given as II.a of the plate, as the colour of the wool is much more brilliant and saturated, and bluer.

Rule.—The trial must be continued until the examinee has placed all or the greater part of the skeins of the same colour near the test-skein, or else, together or separately, several skeins of the "*confusion-colours*" such as 6-9. If he is colour-blind he will probably select either the light or deep shades of blue and violet, especially the deep (6 and 7), or the light or deep shades of one kind of green or grey inclining to blue (8 and 9).

TEST III.—The *red* skein labelled No. II.b is presented to the examinee. It is necessary to have a vivid red colour, like the red flag used as signals on railways. The colour should be that of II.b of the plate, rather towards yellowish-red.

Rule.—This test should be continued until the person examined has placed beside the test-skein the greater part of the skeins belonging to this hue, or else several "*confusion-colours*" (10-13).

Remark.—Every case of comparatively complete colour-blindness does not always give precisely the same mistakes. Instances occur of persons who are not completely colour-blind, or of completely colour-blind persons who have been practised in the colours of signals, and who endeavour not to be discovered. They usually confound at least green and brown, but even this does not always happen.

Monochromatic Vision.—The absence of every colour-sensation except one will be recognised by the confusion of all the hues, which will appear to be of the same intensity of light or brightness.

Dr. Joy Jeffries, in his book on colour-blindness, gives a translation of Holmgren's special directions for conducting the examinations. The examinations to which Holmgren refers were for employés on the Swedish railways, but the remarks which follow are applicable to examinations for officers and seamen in the mercantile marine.

Special Directions for conducting the Test.

The method plays an important part in an examination of this kind, not only from the principles upon which it rests, but also from the manner in which it is used. The best plan for directing how to proceed is by oral instructions and *de visu*, but here we are obliged to accomplish this by description. Now, this is always defective in some respects, especially if we wish to be brief. What has been said would evidently suffice for an intelligent and experienced physician; but it may not be superfluous to enter still further into detail to provide against any possible difficulties and

loss of time. The object of the examination is to discover the nature of a person's chromatic sense, or sense of colour. Now, as the fate of the candidate and that of others depend upon the correctness of the judgment pronounced by the examiner, and as this judgment should be based upon the manner in which the candidate stands the trial, it is of importance that this trial should be truly what it ought to be, a trial of the nature of the chromatic sense, and nothing else—an end that will be gained if our directions are strictly followed. It is not only necessary that the examiner should carefully observe them—which does not seem to us difficult—but that he also should take care that the individual examined does thoroughly what is required of him. This is not always as easy as one might suppose. If it were only required to examine people familiar with practical occupations, and especially with colours, and with no other interest connected with the issue of the examination than to know whether they are colour-blind or not, the examination would be uniform and mechanical; but it is required to examine people of various degrees of culture, all of whom, besides, have a personal interest in the issue of the examination. Different people act very differently during the examination, for many reasons. Some submit to it without the least suspicion of their defect; others are convinced that they possess a normal sense. A few only have a consciousness, or at least some suspicion, of their defect. These last can often be recognised before examination. They will keep behind the others, and attentively follow the progress of the trial, and, if allowed, will willingly remain to the last. Some are quick, others slow. The former approach unconcernedly and boldly, the latter with over-anxiety, and a certain dread. Some have been, perhaps, already tested and have practised in preparation for the trial; others have never been familiar with colours. Among those already tested some may be colour-blind. Some of these latter are uncertain about their colour-vision, and act with great care, whilst others, again, having been practised in distinguishing signals, conclude that their colour-sense is perfect. They make the trial quickly and without thought—of course, regularly making the mistakes characteristic of their special form of colour-blindness.

The majority, however, desire to perform their task as well as possible—that is, to do what the normal-eyed does. This, of course, assists in testing them, provided it does not lead to too great care, as then the testing is more difficult, the trouble being that much time is wasted.

Only a very small part have a contrary desire—namely, to pass for colour-blind, though normal-eyed. We will speak of these later, and now only concern ourselves with those who stand the test in good faith with the desire to appear normal, though perhaps they are colour-blind.

The trial generally goes on rapidly and regularly. We will only mention those hindrances and peculiarities which most frequently occur. The examiner must watch that no mistake is made from not understanding. The names of the colour need never be used except to ascertain if the name hides the subjective colour-sensation, or to find the relation between the name the colour-blind employs and his colour-perception.

The person examined who thinks more of names than the test itself (this being generally a sign of school-learning) selects not only the wools of the same hues—that is, those of the same colour to his eye—but all which generally have the name of this colour; for instance, in the first test, I., not only the green like the sample, but all that are green; and with the second test, not only the purple (and what are generally called red), but all which look reddish, scarlet, cinnabar, or sealing-wax red. This is of no importance, for those who only do this have scarcely such defective chromatic sense as that with which we are concerned.

Under any circumstance it is better to correct the mistakes just mentioned, when arising from misunderstanding, and it is even necessary, in reference to the mistakes we explained might occur with the first test. It might be said that it was sufficient if the examined confounded the test-colour with green only; that it was indifferent whether he distinguishes carefully between the various kinds of green. But, in fact, this is not so unimportant. We must give full weight as to whether the confusion arises from misunderstanding or lack of practice with colours, or, finally, from a true chromatic defect. To include all that is green would render the test tedious and unpractical. In fact, no little judgment has been exercised in the selection of the very lightest shade of the green proposed as a test-colour, for it is exactly what the colour-blind most readily confounds with the colours (1-5) of the plate. If the examinee were allowed to depart from the narrow limits, every shade of green could be included, the result of which would be that he would prefer to select all the vivid shades, and thus avoid the dangerous ground where his defect would certainly be discovered. This is why it is necessary to oblige him to keep within certain limits confining him to pure-green specimens, and, for greater security, to recommend him to select especially the

lightest shades; for, if he keeps to the darker shades, as many try to do, he readily passes to other tones, and loses himself on foreign ground, to the great loss of time, and of the certainty of the test. What we have just said of green applies also, of course, to purple (Test II. a).

The principle of our method is to force the examinee to reveal by an act of his own the nature of his chromatic sense.

Now, as this act must be kept within certain limits, it is evident that the examiner must direct him to some extent. This may present in certain cases some difficulty, as he will not always be guided, and does either too much or too little. In both cases the examiner should use his influence, in order to save time and gain certainty, and this is usually very easily done. This intervention is, of course, intended to put the examinee in the true path, and is accomplished in many ways, according to the case in point.

We will here mention some of the expedients we have found useful:—

(A.) *Interfering when the Candidate selects too many Colours.*

It is not always easy to confine the candidate within the proper limit. In the first test he easily slips a yellow-green or blue-green skein among the others, and, as soon as there is one, others follow usually; and it thus happens that in a few moments he has a whole handful of yellow-green, a second of blue-green, a third of both these shades at the same time. Our procedure has assisted us in more than one case of this kind.

(a.) When the person examined has begun to select shades of one or several other colours than those of the sample, his ardour is arrested by taking from him the handful of skeins he has collected, and asking him whether his eye does not tell him there are some which do not match the others, in which case he is told he may restore them to the pile. He then generally proceeds in one of the following manners:—

1. He rejects one after the other the incorrect skeins, so that only the correct remain, which is often only the sample skein. He is shown what mistake he has made, and he is told only to select skeins of the same hue as the specimen, although they may be lighter or darker. If his first error arose only from a misconception or want of practice in handling colours he begins generally to understand what he has to do, and to do properly what is required of him.

2. Or else he selects and rejects immediately the test-skein itself. This proves that he sees the difference of colour. He is then shown the test-skein as the only correct one, and is asked to repeat the trial in a more correct manner. He is again put on the right track, as just before, and the trial proceeds rightly, unless the error arose from a defect in colour-sense. Many seem, however, to experience a natural difficulty in distinguishing between yellow-green and blue-green, or the dull shades of green and blue. This difficulty is, however, more apparent than real, and is corrected usually by direct comparison. If the method requiring the name of the colour to be given is used a number of mistakes may be the result. If a skein of light-green and light-blue alone are presented to him, and he is asked to name them, he will often call blue green, and green blue. But if in the first case a blue skein is immediately shown him he corrects his mistake by saying "This is blue," and "that green." In the last case the same thing happens *mutatis mutandis*. This is not the place for an explanation. It must suffice to say that the error is corrected by a direct comparison between the two colours.

(b.) *Another Process.*—If the candidate place by the side of the sample a shade, for instance, of yellow-green, the examiner places near this another shade, in which there is more yellow, or even a pure yellow, remarking at the same time that if the first suit the last must also. The candidate usually dissents from this. He is then shown, by selecting and classing the intermediate shades, that there is a gradation, which will diverge widely if logically carried out as he has begun. The same course is followed with colours of the blue shades, if the blue-green were first selected. He sees the successive gradations, and goes through with this test perfectly if his chromatic sense is correct.

To ascertain further whether he notices the tints of yellow and blue in the green, we can ourselves take the yellow-green and blue-green and ask him if he sees any difference in colour between them. We can judge by his answer of his sense with regard to these shades, and the object of this investigation is accomplished.

It results from all this that many who are finally considered to have a normal chromatic sense may occasionally cause embarrassment. In the main, the normal observer of this kind causes greater loss of time than the colour-blind. It is astonishing to see with what rapidity the colour-blind betray their defect. At least, it is found, in the majority of the cases examined by us, that the first skein of wool selected from the pile by the colour-blind in the first test was one of the "colours of confusion."

(B.) Interfering when the Candidate selects too few Wools.

Those who evince too great slowness also require the interference of the examiner in another manner. We can lay aside here those cases in which, at the sight of the complex colours of the heap of wool, the candidate finds it difficult to select a skein resembling the sample in a collection where all the particular colours seem to differ from each other, and in consequence declares immediately that he can find none resembling the specimen. He is then told that an absolute resemblance is not demanded, and that no one asks impossibilities; that time is limited, many are waiting, &c. But there are people who—from natural slowness, from being unaccustomed to such business, from fear of making mistakes, especially if they have been previously examined and been suspected of colour-blindness, or from many other motives—proceed with the greatest caution. They do not even wish to touch the wool; or they search, select, and replace with the greatest care all the possible skeins without finding one corresponding with the sample, or that they wish to place beside it. Here, then, are two cases—on one hand, too much action with the fingers, without result; on the other, too little action. The examiner is forced to interfere in both cases.

(a.) In the case of too much manual action without corresponding practical result the examiner must be careful that the eye and hand of the candidate act simultaneously for the accomplishment of the desired end.

Some people forget that the hands should be subservient to the eye in this trial, and not act independently. Thus they are often seen to fix their eyes on one side while their hands are engaged on the other. This should be corrected, so as to save time and avoid further labour. The candidate should be told to cross his hands behind his back, to step back a pace, and quietly consider all the skeins, and, as soon as his eye has met one of those for which he is looking, to extend his hand and take it. The best plan is to advise him to look first at the sample and then at the pile, and to repeat this manœuvre until his eyes find what he is looking for.

This plan generally succeeds when nervousness from over-anxiety causes his hands to tremble; but it is not always easy to induce him to keep his hands behind his back until the moment for taking the skein in question.

(b.) In cases of great caution, the trial is hastened if the examiner come to the assistance of the candidate by holding above the pile one skein after the other, and requesting him to say whether it resembles the colour of the sample or not.

In cases where any one suspected of colour-blindness has remained some time to see the trial of others, and where, as often happens, he has remarked the skeins belonging to a required shade, he may, of course, profit by it in his own trial. But this can be prevented by shuffling the skeins.

It may be regarded as an advantage of this method that it has at command a great variety of resources. We have by no means mentioned all; and yet many who have only read this description will probably reproach us with having devoted ourselves too much to details which seem to them puerile. But we believe that those who have examined the colour-sense of a great number of persons, and acquired thereby considerable experience, will think differently.

We are convinced that time is saved by the means we have described and a more certain result obtained; whilst a practised surgeon, who has become to a certain degree a *virtuoso*, will accomplish his object quicker and surer by such means than one who neglects them. Recent experience fully confirms this. All those who have familiarised themselves with this method, and have had experience with colour-blindness, and of whose competence there can be no doubt, report, without exception, that it is to be fully depended on—the most practical and the best.

An advantage of the method was shown to be that those who were to be examined could be present and see each individual tested, without this interfering in the least with the certainty of the result. The individual test is even hastened thereby. The colour-blind, and even the normal-eyed who are not familiar with colours, are generally rather shy about being tested, in whatever way it is done. As the method, however, is carried out, they have more confidence. The majority are even amused. The old adage holds true here that it is easier to find fault than to do it yourself. The surgeon, who watches not only the examined, but also those around, can often see from their faces how closely the latter observe the person being tested, when he takes out the wrong colours, as also when he neglects the right ones under his eye. This gives those looking on confidence and assurance, till their turn comes, when they appear as uncertain as before they were confident. There is something attractive in the process, stimulating the interest, and not without benefit.

From this we see that our judgment of a person's colour-sense is made not only by the material result of the examination—the character of the wools selected—but often also by the way the examined acts during the test. We should mention a very common manner of persons on trial,

which, in many cases, is of great value in diagnosis. Often, in searching for the right colour, they suddenly seize a skein to lay it with the sample, but then notice it does not correspond, and put it back in the heap. This is very characteristic; and if an examiner has often seen it he can readily recognise and be assured that it is an expression of difficulty in distinguishing the differences in the colours. We frequently see this in the first test, with shades of greenish-blue and bluish-green. Here it means nothing important; but it is quite the reverse, however, when it concerns the grey or one of the confusion-colours (1-5). Uncertainty and hesitation as to these colours, which the colour-blind do not distinguish from the test-colour, even when directly comparing them, is positive proof of mistake, implying defective chromatic vision of the complete colour-blind type. No doubt the form of chromatic defect which we have called *incomplete* colour-blindness exists in several kinds and degrees. This is not the place to further discuss our experience on this point; and, for the practical purpose we have in view, it is not necessary. As we have explained, there are, among this class, forms of colour-blindness gradually approaching normal colour-sense. How they are distinguished has been described. We designated them as possessing *feeble colour-sense*.

It is, perhaps, not easy to detect these special forms by any other method, or even by our own; we therefore give the following as a means of so doing. The only way of getting at it is by determining at what distance the candidate can distinguish a small coloured surface. We have to deal, in fact, with a feeble colour-sense, which does not prevent the colours from being distinguished, but only renders it difficult. We may suppose, in comparison to the normal, that the *feeble* colour-sense is due either to a weaker response to the stimulation of the colour-perceptive organs of the retina, or else to a stimulation of a relatively smaller number of these organs. In either case this method would give us the same result, judging from our experience in testing the eccentric portions of the field of vision with the perimeter.

The method we here speak of shows us also the effect of habit and practice on the colour-perception, and it is worth while to dwell on this point. It not unfrequently happens that a person who by Test No. I. has been noted "incomplete colour-blind," after they know of their mistake and have practised themselves in distinguishing colours, will so comport themselves at a second trial that we have to simply mark them as of "feeble colour-sense." The same will sometimes happen with Test No. II., and it is explainable by what we have said, that between the complete lack of some one colour-sense and the incomplete there is a series of gradations, and that in such cases practice would affect the result of examinations.

All the examples given prove that many seeming trifles and plans are of value in making the examination—amongst others, the keeping the sample a little way off from the heap of worsteds, as also the removal of everything which can cause the examined doubt and uncertainty. We must not, therefore, let them do what many want to do, namely, hold a number of the worsteds in the hand at once. We must make the person being examined place each skein, as he takes it up, either with the sample or else back on the heap. Many who are not clear whether the skein is like the sample or not, instinctively put the shades most resembling the test sample at the side of the heap towards it, and thus gradually form a little bridge, but which for correctness they will not vouch for. No such half-measures must, however, be allowed.

Note C.—Colour-ignorance Test.

(1.) The object of this test is simply to ascertain whether the candidate knows the names of the three colours—red, green, and white—which it is important for every seaman to be acquainted with, and the test is to be confined to naming those colours.

(2.) One or two of the purest red and green skeins should be selected from the set of wools, and the candidate should be required to name their colours. He should also be required to name the colour of any white object, such as a piece of white paper.

(3.) If he answers correctly he should be considered to have passed the test. If he makes any mistake he should be tried with the lantern which was formerly used for colour-tests, the plain glass and the standard red and green glasses being employed for the purpose. If he does not name these glasses correctly he should be reported as having failed to pass the test.

(4.) The result of every test should be reported to the Marine Department.

All cases of failure should be reported to the Marine Department.

NATURE AND LENGTH OF SEA SERVICE REQUIRED, AND SUBJECTS OF EXAMINATION FOR CERTIFICATES OF COMPETENCY.

General Rules.

48. All candidates must pass the tests in colour-vision before they can be examined for any certificate of competency.

49. No candidate will be allowed to be examined for any grade of certificate unless he has served at sea, either in the home, coasting, or foreign trade, two years within the last six years, of which six months must have been served within the last three years immediately preceding the date of his application to be examined.

50. A candidate for an ordinary certificate of any grade who has not previously held an ordinary certificate of a lower grade must prove that he has served twelve months in the foreign trade, or eighteen months in the home or coasting trade, in a square-rigged sailing-vessel within the last five years.

51. Where foreign-going certificates are required to be held to qualify candidates for examination (see pars. 57, 60, and 82), they may be either the ordinary certificates or those for fore-and-aft-rigged vessels or for foreign-going steamships.

Ordinary Certificates of Competency for a "Foreign-going Ship."

52. Ordinary certificates will entitle the holders to go to sea as mates or masters of any vessels, sailing or steam.

53. SECOND MATE.—A candidate must be not less than seventeen years of age, and must have served four years at sea.

54. *Examination in Navigation, &c.*—He must write a legible hand and spell correctly, and will be required to give in writing (*vide* also supplementary *visà voce* test, pars. 164 to 167) definitions of various astronomical and other terms used in navigation. He must have a competent knowledge of the first five rules of arithmetic, and the use of logarithms. He must be able to work a day's work complete, correcting the courses for deviation, leeway, and variation. He will be required to find the latitude by meridian altitude of the sun, and the difference of longitude from a given departure by parallel sailing; also to find the course and distance from one position to another by Mercator's method. He will be required to find the time of high water at a given port, to observe and calculate the amplitude of the sun, and to find the error of the ship's compass therefrom, and also the deviation, the variation being given. He must be able to find the daily rate of the chronometer from error observed, and to find the longitude from altitude of the sun by the usual methods. He must understand the use of the sextant, with its adjustments, and be able to observe with it, find the index error by the horizon, and read *off* and *on* the arc. He must also pass a satisfactory examination in the International Code of Signals.

55. *Examination in Seamanship, &c.*—He must give satisfactory answers as to the standing and running rigging of ships; as to bending, unbending, setting, reefing, taking in, and furling sail; as to sending masts and yards up and down, &c., &c.; as to the management of a ship when under canvas; of a ship's boat in heavy weather; and as to dunnaging and stowing cargo, &c. He must have a thorough knowledge of the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals, and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must be able to mark and use the lead- and log-lines. He must also understand the use and management of the rocket apparatus in the event of his vessel being stranded, and other questions of a like nature, appertaining to the duties of the second mate of a ship, which the Examiner may think necessary to put to him. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steamships) which are specified in the rules of examination for second mates' certificates of competency for foreign-going steamships.

56. ONLY MATE.—A candidate must be not less than nineteen years of age, and have served five years at sea.

57. FIRST MATE.—A candidate must be not less than nineteen years of age, and have served five years at sea, of which

(a.) One year must have been in a capacity not lower than fourth mate of a foreign-going vessel whilst holding a second mate's certificate for foreign-going vessels;

If his service was as third or fourth mate, proof will be required that he had during the whole year *charge of a watch* (see par. 34);

(b.) Or one year and a half must have been in a capacity not lower than only mate in a home-trade or coasting vessel whilst holding a second mate's

certificate for foreign-going vessels, or a mate's certificate for Home-trade passenger-ships;

(c.) Or one year must have been as pilot with a first-class pilot's certificate (see par. 35).

58. *Examination in Navigation.*—In addition to the only qualifications required for a second mate, an only and first mate must be able to find the true bearing of the sun and the error of the ship's compass from an observed azimuth of the sun, both from an altitude and also from the "Time Azimuth Tables," and with the variation given compute the deviation; to find the latitude from a single altitude of the sun off the meridian, and be able to use and adjust the sextant, and to find the index error by the sun; also to ascertain the true bearing of the sun, &c., and the ship's position, by Sumner's method by projection. He must also be conversant with the use of Mercator's Chart, and be able to find, on either a "true" or "magnetic" chart, the course to steer and the distance from one given position to another; and find the ship's position on the chart from cross bearings of two objects; from two bearings of the same object, the course and distance run between taking the bearings being given; and the distance of ship from the object at the time of taking the second bearing. He must also understand how to keep a ship's log-book. He will also be required to answer certain questions, in writing (*and orally*), relative to cyclones or revolving storms.

59. *Examination in Seamanship, &c.*—In addition to the qualifications required for a second mate, an only and first mate will be required to show a more extensive knowledge of seamanship, as to shifting large spars, rigging sheers, taking lower masts in and out, how to moor and unmoor ships, and to keep a clear anchor; to carry out an anchor; how to manage a ship in stormy weather; how to cast a ship on a lee shore; how to secure the masts in the event of accident to the bowsprit; and how to rig purchases for getting heavy weights, anchors, machinery, &c., in and out. He must give satisfactory answers as to the ventilation of holds and the stowage of explosives. He must also know how to rig a sea anchor, and what means to apply to keep a vessel disabled or unmanageable out of the trough of the sea, and lessen her lee-drift; how to get cast of deep-sea lead in heavy weather; and answer any other questions appertaining to the duties of an only and first mate of a ship which the Examiner may think necessary to put to him. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steamships) which are specified in the rules of examination for only and first mates' certificates of competency for foreign-going steamships.

60. MASTER.—A candidate must be not less than twenty-one years of age, and

(a.) He must have served six years at sea, of which one year must have been in a capacity not lower than only mate of a foreign-going vessel whilst holding a certificate not lower than an only mate's certificate for foreign-going vessels, and, unless this service as officer was performed whilst holding a first mate's certificate for foreign-going vessels, he will also be required to prove the officer's service prescribed for that grade (par. 57);

(b.) Or, he must have served six years at sea, of which one year and a half must have been in a capacity not lower than only mate of a home-trade or coasting vessel whilst holding a certificate not lower than an only mate's certificate for foreign-going vessels, and, unless this service as officer was performed whilst holding a first mate's certificate for foreign-going vessels, he will also be required to prove the officer's service prescribed for that grade (par. 57);

(c.) Or, he must have served six and a half years at sea, one year of which must have been in a capacity not lower than second mate of a foreign-going vessel whilst holding a first mate's certificate for foreign-going vessels, and one year and a half not lower than third or fourth mate of a foreign-going vessel *in charge of a watch* whilst holding a second mate's certificate for foreign-going vessels;

(d.) Or, he must have served nine years at sea in the home or coasting trade; of which three years must have been as master, or one year as master and three years in a capacity not lower than that of mate, *provided that, in either case, he has served in such capacity for not less than one year with a second mate's certificate for foreign-going vessels or a master's certificate for home-trade passenger-ships.*

61. *Examination in Navigation.*—In addition to the qualifications required for a second, only, and first mate, a master must be able to compute the latitude from the meridian altitude of a star, &c. He must be able to find the magnetic bearing from equidistant compass bearings of any fixed object

when at sea or at anchor, and compute the deviation therefrom. He must construct a deviation curve upon a "Napier's" diagram which will be furnished by the Examiner, and understand the practical application of the same, and give satisfactory written (*and oral*) answers to certain practical questions on the effect of the ship's iron upon the compasses, and the method of determining the deviation; showing how to compensate same by magnets and soft iron by the aid of Beall's compass deviascope. He will be required to find the course to steer by compass in order to counteract the effect of a given current, and find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart.

62. *Examination in Seamanship, &c.*—In addition to the qualifications required of a second, only, and first mate, he must be able to construct jury rudders for both wooden and iron vessels, and also rafts. He will be examined as to his resources for the preservation of the ship's crew in the event of wreck; as to the management of ships in heavy weather; as to rescuing the crew of a disabled ship; as to steps to be taken when a ship is on her beam-ends, or in any danger or difficulty; or if disabled or unmanageable and on a lee shore; heaving a keel out, &c. He must explain the mode of procedure when placing ship in dry dock, directing repairs, and if putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge, and the management of his crew, and as to penalties, and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship, and the law as to load-line marks, and the entries and reports to be made respecting them. He will be questioned as to his knowledge of invoices, charter-party, bills of lading, Lloyd's agent, and as to the nature of bottomry, also bills of exchange, surveys, averages, &c.; and must answer any other questions of a like nature appertaining to the management of a ship which the Examiner may consider it necessary to touch upon. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steamships) which are specified in the rules of examination for masters' certificates of competency for foreign-going steamships.

Certificates of Competency for Foreign-going "Fore-and-aft-rigged Vessels only."

63. Certificates for the grades of master, first mate, only mate, and second mate of "fore-and-aft-rigged vessels only" will be issued to candidates who have not complied with the regulation which requires them to have served at least one year in square-rigged sailing-vessels within the last five years, or who prove in course of examination that they are ignorant of the management of square-rigged ships. In other respects the qualifications for examination for such certificates are the same as for ordinary certificates.

64. A certificate for "fore-and-aft-rigged vessels only" will not entitle the possessor to act in a capacity for which a certificate is required in square-rigged vessels, amongst which are classed full-rigged ships, barques, brigs, barquentines, brigantines, and steamships carrying square sails.

65. A candidate possessing a certificate for "fore-and-aft-rigged vessels only," and desiring to be examined for an ordinary certificate, must prove that he has served at sea at least one year in a square-rigged sailing-vessel within the last five years, *unless* he has previously held an ordinary certificate of a lower grade.

Certificates of Competency for "Foreign-going Steamships only."

66. Certificates of competency will be issued, subject to the examinations hereinafter described, for officers who have served in steamships, or who prove in course of examination that they are ignorant of the management of square-rigged sailing-vessels, provided they are qualified as to service (see pars. 73 and 76).

67. These certificates will entitle the holders to go to sea as masters or mates of foreign-going steamships, but will not entitle the holders to go to sea as masters or mates of foreign-going sailing-ships.

There will be no distinction in respect of "fore-and-aft" and "square-rigged" steamships.

68. A candidate possessing a certificate for "foreign-going steamships only," and desiring to be examined for an ordinary certificate, must prove that he has served at sea at least one year in a square-rigged sailing-vessel within the last five years, *unless* he has previously held an ordinary certificate of a lower grade.

69. **SECOND MATE.**—A candidate must be not less than seventeen years of age, and must have served four years at sea.

70. *Examination in Navigation, &c.*—The examination in navigation, &c., will be precisely the same as that prescribed for an ordinary second mate's certificate, par. 54.

71. *Examination in Seamanship, &c.*—He must give satisfactory answers as to the standing and running rigging of steamships; as to bending, unbending, setting, reefing, taking in, and furling sail; as to sending masts and yards up and down, &c., &c.; as to seeing everything in readiness and clear for getting under way, and as to the precautions to be then observed with regard to engines, propeller, &c.; as to the management of a steamship when under canvas; and of a ship's boat in heavy weather; and as to dunnaging and stowing cargo, &c. He must have a thorough knowledge of the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals, and be able to describe the signals of distress and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must be able to mark and use the lead- and log-lines. He must also understand the construction, use, and action of the sluices, and of the water-ballast tanks, engine-room telegraph, &c.; the use and management of the rocket apparatus in the event of his vessel being stranded; and other questions of a like nature appertaining to the duties of the second mate of a steamship, which the Examiner may think necessary to put to him.

72. **ONLY MATE.**—The qualifications as to age and service are the same as for an only mate's ordinary certificate for a foreign-going ship (see par. 56), excepting that no service in square-rigged vessels is required.

73. **FIRST MATE.**—The qualifications as to age and service are the same as for a first mate's ordinary certificate for a foreign-going ship (see par. 57), excepting that the service required as officer must have been in steamships, and that no service in square-rigged vessels is required.

74. *Examination in Navigation, &c.*—The examination in navigation, &c., for an only and first mate's certificate will be precisely the same as that prescribed for an ordinary only and first mate's certificate, par. 58.

75. *Examination in Seamanship, &c.*—In addition to the qualifications required for a second mate, a more extensive knowledge of seamanship will be required, as to shifting large spars, rigging sheers, taking lower masts in and out, how to moor and unmoor ship and to keep a clear anchor; to carry out an anchor; how to manage a steamship in stormy weather; and how to rig purchases for getting heavy weights, anchors, machinery, &c., in and out. He must give satisfactory answers as to the ventilation of holds, and the stowage of explosives. He must be able to describe the effects of the screw race upon the rudder; and the effect produced on the direction of the head of the ship by going [ahead] [astern] with a [right] [left]-handed screw when the rudder is [ported] [starboarded]. He must also know how to rig a sea anchor, and what means to apply to keep a steamer with machinery disabled out of the trough of the sea, and lessen her lee drift; how to turn a steamship short round; how to get cast of deep-sea lead in heavy weather; and other questions of a like nature appertaining to the duties of an only and first mate of a steamship which the Examiner may think necessary to put to him.

76. **MASTER.**—The qualifications as to age and service are the same as for a master's ordinary certificate for a foreign-going ship (see par. 60), excepting that the service required as an officer must have been performed in steamships, and that no service in square-rigged vessels is required.

77. *Examination in Navigation, &c.*—The examination in navigation, &c., will be precisely the same as that prescribed for an ordinary master's certificate, par. 61.

78. *Examination in Seamanship, &c.*—In addition to the qualifications required of a second, only, and first mate, he must be able to construct rafts and jury-rudders suitable for a screw steamship. He will be examined as to his resources for the preservation of the ship's crew in the event of wreck; as to the management of steamships in heavy weather; as to rescuing the crew of a disabled ship; as to steps to be taken when a ship is on her beam-ends, or if disabled and on a lee shore; how to use steam appliances in the event of fire; and the best arrangement for towing vessels under different circumstances, placing ship in dry dock, directing repairs, and the mode of procedure if putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge, and the management of his crew, and as to the penalties, and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship, and the law as to load-line marks, and the entries and reports to be made respecting them. He will be questioned as to his knowledge of invoices, charter-party, bills of lading, Lloyd's agent, [and as to the nature of bottomry, also bills of exchange, surveys, averages, &c., and answer any other questions of a like nature appertaining to the management of a steamship which the Examiner may consider it necessary to touch upon.

Certificates of Competency for a "Home-trade Passenger-ship."

79. **MATE.**—A candidate must be not less than nineteen years of age, and have served four years at sea.

80. *Examination in Navigation, &c.*—He must write a legible hand and spell correctly, and understand the first five rules of arithmetic, both simple and compound. He must be able to take a bearing by compass, and be conversant with the use of Mercator's Chart, and be able to find on either a "true" or "magnetic" chart the course to steer, and the distance from one given position to another; to find the ship's position on the chart from cross bearings of two objects; from two bearings of the same object, the course and distance run between taking the bearings being given; and the distance of the ship from the object at the time of taking the second bearing. He must also pass an examination in the International Code of Signals.

81. *Examination in Seamanship, &c.*—He must possess a thorough knowledge of the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals. He must be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals; also the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead- and log-lines, to moor and unmoor a vessel, and to manage a ship's boat in heavy weather, &c., &c. He must also understand the construction, use, and action of the bulkhead sluices, the engine-room telegraph, &c., and to answer any other questions of a like nature appertaining to the duties of the mate of a home-trade passenger-vessel which the Examiner may think proper to put to him.

82. **MASTER.**—A candidate must be not less than twenty years of age, and have served five years at sea, of which—

- (a.) One year must have been in a capacity not lower than that of only mate of a home-trade or coasting vessel, whilst holding a mate's certificate for home-trade passenger-ships, or an only mate's certificate for foreign-going vessels;
- (b.) Or, two and a half years must have been in a capacity not lower than second mate of a home-trade or coasting vessel in charge of a watch, whilst holding a mate's certificate for home-trade passenger-ships, or a second mate's certificate for foreign-going vessels (see par. 34);
- (c.) Or, one year must have been as pilot with a first-class pilot's certificate (see par. 35).

83. *Examination in Navigation, &c.*—In addition to the qualifications required of a mate of a home-trade passenger-ship, a master will be required to find on a chart the course to steer by compass in order to counteract the effect of a given current and to find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place, to compare with the depth marked on the chart, &c. He will also be required to understand the use of the quadrant, to be able to observe with it, to read off and on the arc, and to find the index error by the horizon. He will also be required to find the latitude by a meridian altitude of the sun, and to give written answers (*vide* also supplementary *viva voce* test, pars. 164 to 167) to certain practical questions on the subject of the deviation of the compass.

84. *Examination in Seamanship, &c.*—In addition to the qualifications required of a mate of a home-trade passenger-ship, a master must understand how to rig a sea anchor, and what means to apply to keep a steamship with machinery disabled out of the trough of the sea, &c.; how to get a cast of the lead in heavy weather, &c. He will be examined as to his resources for the preservation of the crew and passengers in the event of wreck, and the steps to be taken if his vessel is disabled and drifting towards a lee shore; and will be required to answer any other questions appertaining to the management of a home-trade passenger-vessel which the Examiner may think necessary to put to him.

Examination for Extra and Honorary Certificates.

85. *Certificates of Competency as Extra Master.*—An extra master's certificate will entitle the holder to go to sea as master of any vessel, sailing or steam.

86. *An Extra Master's Examination* is voluntary and intended for such persons as wish to prove their superior qualifications and are desirous of having certificates of the highest grade granted by the Marine Department.

87. The extra examination may take place when the applicant is qualified to go up for examination for an ordinary master's certificate, or at any time subsequent to his having passed as master ordinary.

88. *Examination in Navigation, &c.*—In addition to the qualifications required for an ordinary master's certificate the candidate will be required to work a lunar observation by either sun, star, or planet; to compute the altitudes for the

same when they are not given; to determine the latitude by the meridian altitude of the moon, and by an altitude of the Polar Star at any time. He will be required to find the latitude by double altitudes of the sun, or of a star, and to verify the result by Sumner's method. He must find the error of a watch or chronometer from equal altitudes of the sun, and must be able to correct altitudes observed by means of an artificial horizon. He will be required to show a thorough knowledge of the laws of the deviation of the compasses in iron ships. He must be acquainted with the leading principles of the construction of the sextant and of the "vernier." He must explain the nature of great-circle sailing, and show how to apply practically that knowledge; and must have a more extensive knowledge of the subject of the law of storms than that required by an ordinary master.

89. *Examination in Seamanship, &c.*—In addition to the qualifications required of an ordinary master, the extra master will be expected to give satisfactory answers to any questions in practical seamanship that the Examiners may think proper to put to him; and to show a more extensive knowledge and aptness in the civil duties of a shipmaster than would be expected from a candidate for an ordinary master's certificate.

Certificates of Competency as Extra Master for Foreign-going Steamships only.

90. Extra certificates for steamships only will also be issued, subject to the examination hereinafter described, to officers who can show the necessary service in steamships. The certificates will be marked "For steamships only," and will only entitle the holders to go to sea as masters of steamships.

91. The examination is open to all who are qualified to go up for a master's certificate for foreign-going steamships, or who have already obtained such a certificate. It is open also to men who have failed in the examination for an extra master's certificate to show the requisite knowledge of the management of square-rigged sailing-vessels, provided they can prove the necessary amount of officer's service in steamships. (See par. 128.)

92. *Examination in Navigation.*—The examination in navigation, &c., will be precisely the same as that prescribed for the extra master's certificate. (See par. 88.)

93. *Examination in Seamanship, &c.*—In addition to the qualifications required of a master for foreign-going steamships only, the extra master will be expected to give satisfactory answers to any questions appertaining to the management of a steamship that the Examiner may think proper to put to him, and to show a more extensive knowledge and aptness in the civil duties of a shipmaster than would be expected from a candidate for a master's certificate for "foreign-going steamships only."

Certificates of Competency as Masters of Pleasure-yachts.

94. The examination is purely voluntary, and is to be confined to persons who command their own sea-going pleasure-yachts, which yachts must not be employed in trading. A master of a yacht who is not also the sole owner, or who is under twenty-one years of age, is not eligible for examination.

95. Only one description of certificate will be issued, whether the yacht is foreign-going or only cruises within the home-trade limits.

96. The certificate will not entitle the holder to command any vessel except the pleasure-yacht of which he was owner, at the time he passed his examination.

97. If the holder changes or disposes of his yacht, the certificate should be surrendered to the Superintendent of a Mercantile Marine Office, for transmission to the Secretary, Marine Department. If a fresh certificate is required, application should be made on Form Exn. 23, which can be obtained at any Mercantile Marine Office. If a fresh certificate is granted it will bear the name of the new yacht, and a fee of 10s. will be charged for it.

98. Candidates are not required to have served any specified time afloat, as it is believed that their sea knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

99. Testimonials of service need not be produced.

100. In other respects the regulations framed for the conduct of the examinations of masters ordinary will apply to these cases, but applications will have to be submitted to the Marine Department before authority for examination is granted.

101. *Examination in Navigation, &c.*—He will be required to give in writing (*vide* also supplementary *viva voce* test, pars. 164 to 167) definitions of various astronomical and other terms used in navigation. He must have a competent knowledge of the first five rules of arithmetic and the use of logarithms. He must be able to work a day's work complete, correcting the courses for deviation, leeway, and variation. He will be required to find the latitude by meridian altitude of the sun, and the difference of longitude from a given de-

parture by parallel sailing; also to find the course and distance from one position to another by Mercator's method. He will be required to find the time of high water at a given port, to observe and calculate the amplitude of the sun, and to find the error of the ship's compass therefrom, and also the deviation, the variation being given. He must be able to find the daily rate of the chronometer from error observed, and to find the longitude from altitude of the sun by the usual methods. He will be required to find the true bearing of the sun, and the error of the ship's compass from an observed azimuth of the sun, both from an altitude and also from the "Time Azimuth Tables," and with the variation given compute the deviation; to find the latitude from a single altitude of the sun off the meridian, and also to ascertain the true bearing of the sun, &c., and the ship's position by Sumner's method by projection. He must be able to compute the latitude from the meridian altitude of a star; he must be able to find the magnetic bearing from equidistant compass bearings of any fixed object when at sea, and compute the deviation therefrom. He must construct a deviation curve upon a "Napier's" diagram which will be furnished by the Examiner, and must understand the practical application of the same, and give satisfactory written (*and oral*) answers to certain practical questions on the effect of the ship's iron upon the compasses, and the method of determining the deviation, showing how to compensate same by magnets and soft iron, by aid of Beall's compass deviascope. He will also be required to answer certain questions, in writing (*and orally*), relating to cyclones or revolving storms. He must understand the use of the sextant with its adjustments, and be able to observe with it, and find the index error by the horizon, also by the sun, and read *off* and *on* the arc. He must also be conversant with the use of Mercator's Chart, and be able to find, on either a "true" or "magnetic" chart, the course to steer and the distance from one given position to another; and find the ship's position on the chart from cross bearings of two objects; from two bearings of the same object, the course and distance run between taking the bearings being given; and the distance of ship from the object at the time of taking the second bearing. He will also be required to find the course to steer by compass in order to counteract the effect of a given current, and to find the distance the ship will make good towards a given point in a certain time, and to *work out practically* the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart. He must also pass a satisfactory examination in the International Code of Signals.

102. *Examination in Seamanship, &c.*—He must give satisfactory answers as to his knowledge of making and taking in sail, and as to the management of a yacht under canvas in moderate and in stormy weather. He must have a thorough knowledge of the rule of the road at sea as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals; and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must also understand the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead- and log-lines; to cast a vessel on a lee shore; to moor and unmoor a ship; to keep a clear anchor, and to carry out an anchor. He must know how to keep his vessel out of the trough of the sea in the event of accident; how to rig rafts and jury rudders, &c.; and the steps to be taken if his vessel is disabled or unmanageable and drifting towards a lee shore, and as to his resources for the preservation of the crew in the event of wreck. He must also possess a knowledge of what he is required to do by the Shipping and Seamen's Acts, and a knowledge of the measures he should adopt for preventing and checking the outbreak of scurvy on board; and to answer any other questions relating to the management of a yacht (either steam or sailing) which the Examiner may think necessary to touch upon.

Voluntary Examination in the Laws of the Deviation of the Compasses of Iron Ships.

103. Any person holding a certificate of any grade, whether for the foreign or home trade, or as master of his own pleasure-yacht, who wishes to pass a *voluntary* examination in the syllabus of examination on the laws of the deviation of the compasses of an iron ship, &c., can at any time be examined upon filling up the usual form of application, and paying to the Superintendent of the Mercantile Marine Office the fee of £1. If the candidate passes the examination successfully, a note to that effect will be duly made upon the certificate held by him.

Voluntary Examination in Steam.

104. These examinations are provided for the purpose of giving masters and mates who are possessed of certificates

of competency an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam-engine.

105. Any person holding a certificate of any grade, whether for the foreign or home trade, or as master of his own pleasure-yacht, who desires to be examined in steam, must deliver to the Superintendent of the Mercantile Marine Office a statement in writing to that effect, upon the Form of Application (Exn. 2), and the applicant's certificate of competency must be delivered to the Superintendent along with his statement.

106. A fee of £1 must be paid by the applicant, and the Superintendent of the Mercantile Marine Office will thereupon inform him of the time and place at which he is to attend to be examined, and the examination will then and there proceed in the same manner as the other examinations. If the applicant fails, his certificate will be at once returned to him.

107. If the applicant passes, the Report (Exn. 14) will be sent to the Marine Department, with the certificate of competency and the Form (Exn. 2), and the words "*Passed in steam*," with the date and place of examination, will then be entered on the certificate and its counterpart, and the certificate will be sent to the Superintendent of the Mercantile Marine Office of the port named in the Application (Exn. 2), and be delivered to the applicant in the usual manner.

108. If the applicant fails he may not present himself for re-examination until the expiration of three months from the date of failure.

109. The examination is for the most part *vivâ voce*, and extends to a general knowledge of the practical use and working of the steam-engine, and of the various valves, fittings, and pieces of machinery connected with it. Intricate theoretical questions on calculations of horse-power or areas of cylinders and valves, or any of the more difficult questions which appertain to steam-engines and boilers, will not be asked. The examination will, in fact, be confined to the duties which a master of a steam-vessel may be called upon to perform in the case of the death, incapacity, or delinquency of the engineer.

110. Examiners are to be careful in their examinations to satisfy themselves that applicants really do know the names and uses of the various parts of engines and boilers, and their connecting-pipes, valves, cocks, &c. Practical knowledge, as distinguished from theories, abstruse calculations, and book-learning, is to be a test of the applicant's fitness to have his certificate indorsed.

111. The Examiner should arrange to conduct part of the examination in the engine-room of a steamship, unless from circumstances he finds it impossible to do so; and, if an opportunity offer, the applicant should be permitted, under the guidance of the Examiner, to start and stop the engine of some vessel which may have her steam up.

112. The Examiner, in sending in his report of examinations of masters and mates in steam, should state where the examination has been held.

113. Candidates will be required to give written answers to sixteen out of twenty questions taken from a book of Elementary Questions published for the Marine Department. These questions will be altered from time to time without notice. The twenty questions are not to be difficult, theoretical, or book questions, but are to be such as any man of ordinary capacity who has any *practical knowledge of the use and working of the steam-engine* ought to answer.

114. These questions, with the candidates' answers, should be sent to the Marine Department, with the reports, after each examination.

115. These answers will also assist in enabling the Marine Department to decide any question that may hereafter arise in cases where it is alleged that applicants have been improperly passed, or improperly rejected.

116. If a candidate refers to any book or paper or memorandum, or obtains information from another candidate, during the examination, he will be treated as having failed, will forfeit his fee, and will not be allowed to be re-examined for a period of three months.

117. The Examiners will report, in the case of failure, the nature of the question or questions that decided the failure, or the point in the management of the engine in which the candidate was deficient.

118. There is nothing in the regulations requiring that applicants for the voluntary examination shall have served on board steamships; all that is required is that they shall have a "practical knowledge." Examiners will, of course, not fail to appreciate the fact, when passing applicants, that practical knowledge is best gained in the engine-room; and the examination of an officer who does not produce official evidence of service in steamships, and of experience of engines, must necessarily be more searching than in the case of one who produces evidence of such service and experience.

RULES FOR THE EXAMINATION OF MASTERS FOR STEAMSHIPS PLYING WITHIN RESTRICTED LIMITS.

119. *General.*—Candidates for examination must make a proper application on a form which will be supplied on application at any Customhouse. This application, accompanied with the necessary testimonials, must be lodged at the Customhouse for delivery to the Examiners. Certificates procured on false information will be cancelled.

120. All candidates for certificates must pass the examination in colours.

121. *Master.*—A master of a steamer plying within restricted limits must be twenty-one years of age, and must have served at least one year at sea, or on board of a vessel plying within harbour limits. He must produce satisfactory testimonials of good conduct and sobriety. He must be able to read and write, and understand the first five rules of arithmetic. He must understand the rules of the road as regards both steamers and sailing-vessels, their regulation lights and fog and sound signals, International Code of Signals, harbour regulations, and the colonial bar and tidal signals.

NOTE.—Time served in steamers plying within restricted limits does not count as service at sea for the purpose of obtaining a certificate for a sea-going ship.

FAILURE IN EXAMINATION.

122. In all cases of failure the candidate must be examined *de novo*. If a candidate fails in *seamanship* he will not be re-examined *until after a lapse of six months*. Whether the whole or part of this period must be served at sea must depend upon the subjects in *seamanship* in which the candidate failed, but what amount (if any) of sea service will be required will be left to the discretion of the Examiners, subject, however, to revision by the Marine Department should it see fit.

123. The Examiner, in making out his report on Form Exn. 14, should state what amount (if any) of further sea service the candidate must perform, and he should also insert this information under Division H in Form Exn. 2.

124. If a candidate fails three times in *navigation* within three months, he will not be re-examined until after a lapse of *three months* from the date of the *last failure*.

125. If a candidate has failed in his examination, but the subjects in which he has failed are not included in the subjects required for a certificate of a lower grade, he may, if he desires it, receive a certificate of such lower grade.

126. Half the fee he has paid will be returned to him.

127. If a candidate fails for bad spelling or writing, he will not be re-examined until after a lapse of at least three months. If he fails for ignorance of the English language he will not be re-examined until after a lapse of six months.

128. If a candidate fails in *seamanship so far as regards the management of square-rigged sailing-vessels* in his examination for an ordinary certificate, he may, if qualified as to service, without further formal application or further payment of fee, proceed with the examination for a certificate of competency for foreign-going steamships, or for fore-and-aft-rigged vessels. And if a candidate fails in the same manner in his examination for an extra master's certificate, he may, under the same conditions as above, proceed with the examination for an extra certificate for steamships only.

FEES FOR EXAMINATION.

129. Candidates for examination, in making their application on Form Exn. 2, will be required to pay the examination fee before any step is taken in the way of inquiring into their services or testing their qualifications, &c. Should it be found that their service is not sufficient to entitle them to be examined, or should their testimonials be unsatisfactory, or should they, from any other cause except failure to pass the colour-vision test, not be examined, no part of the fee will be returned to them; but when they have fulfilled the requisite service, or are able to produce satisfactory testimonials, as the case may be, they will be allowed to again present themselves for examination for a certificate of the same grade without paying any further fee.

130. The fee for examination must be paid to the Superintendent of the Mercantile Marine Office in the cash office. In any case in which a candidate offers money to any other officer than a Superintendent, or in any place but in the cash office, the candidate so offering money will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be again examined for twelve months, either at the port where the offence was committed or at any other port.

131. If a candidate fail in his examination *half the fee will be returned to him*.

The fees are as follow:—

For "Foreign-going Vessels."

	£	s.	d.
Second mate	1	0	0
First and only mate, if previously possessing an inferior certificate, either granted by the Board of Trade or by the Government of a British possession under section 8 of "The Merchant Shipping (Colonial) Act, 1869"	0	10	0
If not	1	0	0
Master	2	0	0

Where a candidate is in possession of a certificate for fore-and-aft-rigged vessels, and requires an ordinary or a steamship certificate of the same grade; or where a candidate is in possession of a steamship certificate and requires an ordinary certificate of the same grade

Half the usual fee.

Master extra, if possessing an ordinary master's certificate; or master extra for steamships only, if possessing a master's certificate for steamships only; first attempt

Nil.

Master extra, or master extra for steamships only, for every subsequent attempt

1 0 0*

For "Home-trade Passenger-ships."

Mate	0	10	0
Master	1	0	0

For Voluntary Examination in Steam.

Any master or mate holding a certificate of any grade, whether for the foreign or home trade, or as master of his own pleasure-yacht

1 0 0

For Voluntary Examination in Deviation of the Compass.

Any master or mate holding a certificate of any grade, whether for the foreign or home trade, or as master of his own pleasure-yacht

1 0 0

For "Pleasure-yachts."

Master	2	0	0
Master of steamship in restricted limits ..	1	0	0

NOTE.—No abatement will be made in the fee charged to a candidate for a certificate for foreign-going ships in consequence of his possessing a master's or mate's certificate for home-trade passenger-ships, or for steamships plying within restricted limits.

GENERAL INSTRUCTIONS TO EXAMINERS AND CANDIDATES.

132. All instruments necessary for use in the examinations are supplied by the Marine Department.

133. The examination-papers of candidates must in all cases be sent to the Secretary, Marine Department, Wellington, together with the report of the examination on the Form Exn. 14.

134. A candidate will not be allowed to undergo examination twice in the same week, unless, under very special and urgent circumstances, the Marine Department or the Examiners should see fit to relax this rule.

135. Before commencing the examination, the tables or desks must be cleared of all scraps of paper or books that are not used in the examination, and care should be taken that the candidates do not bring into the examination-room any book, paper, document, or memoranda of any description whatever. No person whatever should be allowed in the room during the time of examination but those whose duties require them to be present.

136. No instructors will be allowed on the premises.

137. Candidates will under no pretence whatever be allowed to leave the premises while the examination is proceeding. If a candidate has occasion to visit the retiring-room he will only be allowed to do so on the completion of the paper on which he may be engaged, when he will be required to enter in a book, kept for the purpose, the exact time of his leaving and returning to the examination-room. At ports where only a few candidates are under examination two persons will not be allowed to leave the room at the same time.

138. Candidates should be so placed as to prevent one copying from the other, and no communication whatever between the candidates should be allowed.

* If the examination for the extra master's certificate takes place at the same time as the examination for the ordinary master's certificate the usual fee for the ordinary master's certificate must be paid, though no fee will be charged for the extra master's examination on the first attempt. On all subsequent attempts the fee of £1 will be charged for the extra master's examination in addition to any further charge which may have been incurred through failure to pass the ordinary master's examination. The same rule as to fees also applies to the examination for extra master for steamships only when taking place at the same time as that for master for steamships only.

139. A sheet of blotting-paper should be issued to each candidate with the first examination-paper, and it must be returned to the Examiner when the last paper is completed each day. The Examiner will be careful to see that the blotting-paper has not been used by the candidate in solving his problems, or for conveying information to other candidates (see par. 173).

140. The examination-papers should be issued to the candidates in half-sheets only, and one at a time. This will prevent a candidate from spreading out the sheets on the table so as to enable his nearest neighbour to look over and copy or examine the problems. It will also enable the Examiner to look over and report upon the work on one half-sheet while the candidate is at work upon another, and so on. When the errors are not too numerous, or when they do not arise from ignorance of the subject, the incorrect problems may be returned to the candidate for correction, but in no case should the errors be pointed out by the Examiner, neither should any marks be made on the correct work of the problem which would at once indicate how far or to what extent the work is correct. Should the problem be returned to the Examiner the second time incorrect, this would be a failure; and, as the time allowed is considered ample for working out the papers carefully, this rule is expected to be strictly observed.

141. At those ports where, from the large number of the candidates, it may sometimes be found impossible to look over the work on the day of examination during the office hours, an hour in the morning of the following day may be allotted for the purpose of correcting the problems, but in no case should a candidate have his problem returned to him for correction after he has made the second attempt.

142. The paper (Exn. 4a) is only for those candidates who present themselves for examination for the first time for a foreign-going certificate. It is intended not only to insure on the part of the candidate a knowledge of the meaning of a variety of terms of great use to the navigator respecting which much ignorance exists at present, but, at the same time, to test his handwriting and spelling.

143. In using this paper, the Examiner will place a mark against the numbers of the particular questions which he selects for answers, and not less than ten questions should be selected. The candidate will then write against the questions so marked his definition of the terms in a clear and legible hand, so as to prevent the possibility of any letter being mistaken. Attention must be paid to the spelling and writing of all grades of candidates. The supplementary *viva voce* test should also be applied as usual.

144. In the questions on deviation of the compass (Exn. 7) the Examiner should mark at least twelve of the questions, and those indicated must be correctly answered. The selected questions should be varied frequently, and no two candidates should have precisely the same questions. The candidate should be furnished with sheets of the blank ruled paper which is supplied for that purpose, with instructions that he is to write only on one side of the paper, and to answer in a clear and legible hand each of the questions against which a mark is placed, and to commence each answer by writing down the number of the question to which it relates in the margin left for that purpose. In answering Question 39 on the *tentative* method of compass adjustment, the candidate will be tested by Beall's compass deviascope, and it will not therefore be necessary for him to give the written answer and sketches. A candidate for an extra master's certificate will not be required to answer the questions on the deviations of the compass on Exn. 7, but will be examined by the syllabus and compass deviascope.

145. In the *viva voce* examination a reasonable time should be allowed for the candidate to give his answers. No assistance should be given, or leading questions put.

146. Particular attention should be paid to the adjustments of the sextant, and the written answers should be given on the ruled paper in the same manner as the answers to the questions on Exn. 7, and the supplementary *viva voce* test should be applied as usual. Every candidate should have a practical knowledge of what is known as the first three adjustments, and be able to read correctly off the arc, a supposed index error to be given by the Examiner as additive, as well as reading on the arc in the usual way.

147. All outstanding or minor corrections should appear in the margin of each problem paper; also on the chart papers Exn. 9c and Exn. 9d; and unless all these corrections appear on the papers of the candidate they will not be considered complete.

148. In every case the examination, whether for only mate, first mate, master, or master extra, is to commence with the problems for second mate.

149. Examiners should bear in mind that the problems to be solved are required as tests, and for the purposes of an examination, and not for sea-going or practical purposes alone.

150. The candidates will be allowed to work out the various problems according to the method and the tables they have been accustomed to use.

Time allowed for Problems and Writings.

151. Candidates for second mates' ordinary certificates of competency must complete the whole of their examination in navigation in *eight hours*, including the time allowed for writing the definitions (Exn. 4a), the paper on the adjustment of the sextant, and the correction of all errors and oversights; but the nautical problems on Forms Exn. 4 and Exn. 5 must be completed within *six hours*, and without the candidates leaving the premises during that period.

152. Candidates for only and first mates' ordinary certificates must complete the whole of their examination in navigation in *twelve and a half hours*,* including the time allowed for the papers on the sextant, the chart, cyclones or revolving storms, and for the correction of all errors and oversights; but the nautical problems on Forms Exn. 4, Exn. 5, and Exn. 6 must be completed within *six hours*, and without the candidates leaving the premises during that period.

153. Candidates for ordinary certificates as masters must complete the whole of their examination in navigation in *fifteen hours*, including the time allowed for the papers on the sextant, the chart, compass deviation, cyclones or revolving storms, and for the correction of all errors and oversights; but the problems on Forms Exn. 4, Exn. 5, and Exn. 6 must be completed within *six hours*, and without the candidates leaving the premises during that period.

154. Candidates, after finishing the problems required in the various grades on the first day of examination, should proceed, until the end of that day, with such subjects as the definitions, sextant, chart, &c.

155. The *Summer problem* (Exn. 6a) must on no account be given out to any candidate on the first day of the examination, but should form the commencement of the candidates' work on the second day, and on completion of this problem the candidates for masters' certificates should proceed with the problems on paper Exn. 7.

156. Candidates for home-trade mates' certificates must complete the whole of their arithmetical, chart, and other papers within *eight hours*, and candidates for certificates as masters of home-trade passenger-ships within *ten hours*.

157. Candidates for foreign-going steamships certificates of competency will be allowed the same amount of time to perform their navigation, &c., as hereinbefore laid down for the respective grades for the ordinary foreign-going certificates.

158. Candidates for certificates as masters of pleasure-yachts will be allowed the same amount of time for completing their examination as the candidates for ordinary masters' certificates.

159. *Extra masters' certificates*.—The time allowed candidates for examination for certificates of competency as extra master, and for extra master for steamships only, to complete the whole of the problems and writings (including the compass syllabus and the correction of all errors and oversights), must not exceed twenty-six hours.

160. *Deviation of the Compass*.—A period not exceeding eleven hours will be allowed to candidates for the completion of the whole of the examination in the syllabus, including the correction of all errors and oversights in both the problems and writings.

161. Punctually at the expiration of the prescribed time all the papers should be called up, whether completed or not, and, if not completed, the candidate will be declared to have failed, unless the Examiner sees fit to lengthen the period in any special case. If, however, the period is lengthened in any case, the special circumstances of that case, and the reasons for lengthening the period, together with the time allowed, must be reported to the Marine Department by the Examiners, in the column for "Remarks" on the Form Exn. 14. It should be noted that the periods prescribed in the foregoing paragraphs are not intended to include the time occupied by the *viva voce* part of the examination.

162. It is anticipated that but few of the candidates for certificates of competency will require the whole of the time herein allowed for completing their examination in navigation; and ample time has been prescribed, so that candidates may perform their work in a careful, clear, and legible manner, and to the entire satisfaction of the Examiners.

Degree of Precision required in the Solution of the Problems.

163. In order to prevent any misapprehension as to the degree of precision required by the Marine Department regulations in working out the various problems in the examinations for masters' and mates' certificates, the attention of Examiners and candidates is particularly directed to the following instructions:—

(a.) Candidates are expected to work out their answers

* A candidate (other than second mate) who may not previously have passed an examination may be allowed the time occupied in writing his definitions on Exn. 4a, in addition to the above.

to all problems within or not to exceed a margin of 1' of position from a correct result (e.g., in problems where the answer required is a latitude, longitude, or distance); in finding the ships position by Sumner's method a margin of 2½' will be allowed.

- (b) In such problems as the "amplitude" and "alt-azimuth," where the bearings, deviations, &c., only are required, a margin of 2', or 3', from a correct result will be sufficiently accurate.
- (c) In no problem is the candidate for an ordinary certificate required by the regulations to correct for *second differences* in taking out the quantities from the Nautical Almanac.
- (d) In solving the "time azimuth" problem an answer not exceeding half a degree from the exact result will be sufficiently near. But in all cases the actual latitude, declination, and time used, together with the exact bearing (from the north or south) as given in the tables, must be clearly shown by the candidate on his papers.
- (e) In interpolating for the correct deviation to be applied in solving the chart questions (papers Exn. 9c and Exn. 9d), it will usually be sufficiently near if the candidate works throughout with the nearest degree of deviation taken from the "deviation card"; and even in cases where the deviations may vary but little, the nearest half-degree used throughout will be sufficiently precise, and will at the same time prove whether the candidate understands the method of arriving at the amount of deviations and applying them. It is not necessary that the candidate should waste his time in solving the course to *odd minutes*, as is sometimes done.
- (f) In calculating the correction to apply to the soundings (question 5 of Paper Exn. 9d), the candidate is not required to work out to the exact inch, as is sometimes done. It will be sufficiently near if he brings his answer within half a foot or so of a precise result.

It must be clearly understood in reading the foregoing instructions as to the precision required, that they only apply when the work of the candidate is correct in principle.

Supplementary vivâ voce Examination on the Written Papers.

164. An impression prevails, in regard to the examination of masters and mates, that so long as a candidate can commit to paper correct answers to the various questions in the examinations requiring written answers, no matter how indicative the answers may be of their having been learnt off by rote *only*, the duty and responsibility of the local Examiners are at an end, and that they have no power or authority to reject a candidate should his written answers be correct.

165. It is therefore to be noted that candidates for certificates of competency are not only expected to give correct written answers, which may merely be learnt off by rote, but are also expected to possess an intelligent knowledge of the various subjects, including the problems, prescribed in the regulations, particularly as regards the important subject of the deviation of the compass.

166. The Marine Department is of opinion that this result may be easily attained by the local Examiner putting a few *vivâ voce* questions to the candidate as the papers are brought up for inspection, or at any subsequent time if more convenient. The oral questions (suggested by the printed questions and the answers given) should be such that the Examiner may satisfy himself that the candidate possesses a real knowledge of what he has written, and should be confined strictly to the subjects of the printed questions. Should the candidate then exhibit ignorance of the subjects, the Examiner (who is in a position to judge of the real knowledge the man before him possesses) should deal with him at his discretion, notwithstanding that the candidate may have written all the answers correctly by rote.

167. When an Examiner finds it necessary to fail a candidate in this supplementary *vivâ voce* test, a statement to that effect must be made on the candidate's examination-papers, when forwarded, in the usual course, to the Marine Department.

SPECIAL NOTICE TO CANDIDATES.

168. The attention of candidates is specially called to the following regulations:—

169. Candidates are required to appear at the examination-room punctually at the time appointed.

170. Candidates are prohibited from bringing into the examination-room books, paper, or memoranda of any kind whatever. The slightest infringement of this regulation will subject the offender to all the penalties of a failure, and he will not be allowed to present himself for re-examination for a period of three months.

171. In the event of any candidate being detected in defacing, blotting, writing in, or otherwise injuring any book or books or any of the forms belonging to the Marine Department, the papers of such candidate will be detained until the book or books so defaced are replaced by him. He will not, however, be at liberty to remove the damaged book, which will still remain the property of the Marine Department. He will further subject himself to all the penalties of a failure.

172. In the event of any candidate being discovered referring to any book or memoranda, copying from another, or affording any assistance or giving any information to another, or communicating in any way with another, during the time of examination, or copying any part of the problems for the purpose of taking them out of the examination-rooms, he will subject himself to all the penalties of a failure, and will not be allowed to be examined for a period of six months.

173. No candidate will be allowed to work out his problems on a slate or on waste paper, or to write on the blotting-paper supplied for his use in the examination. Violation of this rule will subject the candidate to all the penalties of a failure.

174. No candidate will be permitted to leave the examination-room without permission, and until he has given up the paper on which he is engaged. Violation of this rule will subject the candidate to all the penalties of a failure.

175. Candidates will find it more convenient, both here and at sea, to correct the declination and other elements from the "Nautical Almanac" by the "hourly differences" which have been given in that work in order to facilitate such calculations; they will thereby render themselves independent of any proportional or logarithmic table for such purpose.

176. The corrections by inspection of tables given in some of the works on navigation will not be allowed (see Tables IX., XI., and XXI. in Norie's Epitome, &c.); every correction must appear on the papers of the candidate.

177. Perfect silence is to be preserved in the examination-room; and any candidate violating any of the regulations, or being guilty of insolence to the Examiner, or of disorderly or improper conduct in or about the room, will render himself liable to the postponement of his examination, or, if he has passed, to the detention of his certificate for such period as the Marine Department may direct.

178. For rules as to amount of time allowed to perform the work see Nos. 151 to 160.

Bonus on Starch manufactured in New Zealand.—Amended Notice.

Colonial Secretary's Office,
Wellington, 15th November, 1893.

NOTICE is hereby given that a bonus of two pounds (£2) a ton will be paid on 100 tons of starch manufactured in the Colony of New Zealand in each of the years 1893 and 1894.

CONDITIONS.

1. Notice of intention to claim the bonus for 100 tons in 1893 must be given in writing to the Colonial Secretary not later than the 31st December, 1893. Notice of intention to claim the bonus for 100 tons in 1894 must be given in the same manner not later than the 31st December, 1894.

2. The claims must be made respectively before the 31st December, 1893 and 1894.

3. The first claimant who proves to the satisfaction of the Government that he has fulfilled all the conditions is to be the recipient of the bonus.

4. Evidence to be produced of such a nature as will enable an officer appointed by the Government to certify that the above-stated quantity in each year has been actually made, sold, and delivered.

5. The bonus to be paid only on the certificate of such officer.

P. A. BUCKLEY.

[NOTE.—The above notice is in lieu of notice dated 10th October, 1893, published in *Gazette* of 12th October, 1893.]

Bonus on Mineral Oil manufactured from Orepuki Shale.

Colonial Secretary's Office,
Wellington, 30th June, 1893.

NOTICE is hereby given that a bonus will be paid for the production of mineral oil under the following conditions:—

1. A bonus of 1s. per gallon (£5,000) will be paid on the first 100,000 gallons of mineral oil produced from shale obtained in the Orepuki district, Otago; the oil to be of a quality approved of by Government, and to be sold at a fair average market price.

2. Notice of intention to claim the aforesaid bonus must be given in writing to the Colonial Secretary not later than the 31st December, 1894.

3. The claim must be made before the 30th June, 1895.

4. The first claimant who proves to the satisfaction of the Government that he has fulfilled all the conditions to be the recipient of the bonus.

5. The other conditions, as to quantity, priority, quality, and value, to be fulfilled to the satisfaction of an officer appointed for the purpose by the Government.

P. A. BUCKLEY.

Examination of Mine-managers.

Mines Department,
Wellington, 3rd November, 1894.

AN examination of candidates for certificates as First- and Second-class Mine-managers under "The Mining Act, 1891," and "The Coal-mines Act, 1891," will be held on Tuesday, the 29th January, 1895, and three following days, at places to be hereafter named. All applications, with necessary certificates, and fee of £1, must be addressed to "The Secretary of the Board of Examiners under the Mining Act or Coal-mines Act, Wellington," and must be received before the 1st January, 1895, or they will not be dealt with until the following examination.

T. H. HAMER,
Secretary to the Board of Examiners.

Civil Service Senior Examination.

Education Department,
Wellington, 24th September, 1894.

IN pursuance of regulations under "The Civil Service Reform Act, 1886," notice is hereby given that for the Senior Examination of January, 1896, the period of literature will be the first half of the nineteenth century, and the special books will be Carlyle's "Sartor Resartus" and Milton's "Samson Agonistes."

W. P. REEVES,
Minister of Education.

Revocation of Appointment of Bonding Warehouse.

CUSTOMS.—In exercise of the authority in me for this purpose vested, I, the Commissioner of Trade and Customs, do, by this order under my hand, revoke and annul the appointment of the under-mentioned warehouse for the reception and security of goods entered to be warehoused without payment of duty upon the first entry thereof, namely:—

Port of Wanganui.

The warehouse known as

SCLANDER'S BOND,

as appointed and described in Commissioner's Order No. 361, of the 12th February, 1890.

Given under my hand, at Wellington, this fourth day of December, one thousand eight hundred and ninety-four.

J. G. WARD,
Commissioner of Trade and Customs.
Commissioner's Order No. 498.]

Approving and appointing a Bonding Warehouse.

CUSTOMS.—In exercise of the powers in me for this purpose vested by "The Customs Laws Consolidation Act, 1882," I, the Commissioner of Trade and Customs, do hereby approve and appoint the under-mentioned warehouse to be a warehouse for the reception of goods under bond, namely:—

Port of Wanganui.

A building constructed of wood and iron, with iron roof, situate on Section No. 55, fronting Taupo Quay, Town of Wanganui, to be known as

SCLANDER'S BOND.

Given under my hand, at Wellington, this fifth day of December, one thousand eight hundred and ninety-four.

J. G. WARD,
Commissioner of Trade and Customs.
Commissioner's Order No. 499.]

Government Printing and Stationery Offices, Wellington, to be closed for a Fortnight.

Colonial Secretary's Office,
Wellington, 10th December, 1894.

THE Government Printing and Stationery Offices, Wellington, will be closed from Monday, 24th December, 1894, until Saturday, 5th January, 1895, both days inclusive.

By order.
HUGH POLLEN,
Under-Secretary.

Commissioner's Decisions under Tariff Acts.

Department of Trade and Customs,
Wellington, 11th December, 1894.

IT is hereby notified for public information that the Hon. the Commissioner of Trade and Customs has decided to interpret "The Customs and Excise Duties Act, 1888," in relation to the under-mentioned articles as follows:—

NOTE.—"Not otherwise enumerated" appears as n.o.e.; "other kinds" as o.k.; "articles and materials suited only for, and to be used solely in, the fabrication of goods in the colony" as a. & m.s. Articles marked thus * are revised decisions.

Articles, and how classed.	Rate of Duty.
*Steam-boiler tubes (in C.O. 382), for 4in. in diameter read 6 inches; as steam-boiler tubes	Free.

W. T. GLASGOW,
Secretary and Inspector.

Commissioner's Order No. 502.]

The Bank of New Zealand appointed to be the Bank under "The Government Advances to Settlers Act, 1894."

Advances to Settlers Office,
Wellington, 12th December, 1894.

IT is hereby notified for public information that the Bank of New Zealand has been appointed by His Excellency the Governor, under section 46 of "The Government Advances to Settlers Act, 1894," to be the bank to keep "the Government Advances to Settlers Office Account."

J. K. WARBURTON,
Superintendent.

Officiating Ministers for 1894.—Notice No. 34.

Registrar-General's Office,
Wellington, 7th December, 1894.

PURSUANT to the provisions of an Act of the General Assembly of New Zealand, passed in the forty-fourth year of the reign of Her Majesty Queen Victoria, and intitled "The Marriage Act, 1880," the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

Presbyterian Church of Otago and Southland.

The Reverend William Henry Ash.

Church of Christ.

Mr. Charles Watt.

E. J. VON DADELSZEN,
Registrar-General.

Branch of Friendly Society registered.

Friendly Societies' Registry Office,
Wellington, 10th December, 1894.

THE Mangatainoka Lodge, situated at Mangatainoka, is registered as a branch of the Wellington District of the Manchester Unity Independent Order of Odd Fellows Friendly Society, under "The Friendly Societies Act, 1882," this 10th day of December, 1894.

EDMUND MASON,
Registrar of Friendly Societies.

Commissioner of the Supreme Court appointed.

NOTICE.—ARTHUR LEAHY, of the City of Edinburgh, in that part of the United Kingdom of Great Britain and Ireland called Scotland, a Solicitor before the Supreme Courts of Scotland, has been this day appointed by his Honour Mr. Justice Williams a Commissioner of the Supreme Court of New Zealand in Scotland, 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.

Dated at Dunedin, this 27th day of November, 1894.

COLIN MCK. GORDON,
Registrar, Supreme Court.

Commissioner of the Supreme Court appointed.

NOTICE.—JAMES McLAUGHLIN, of Melbourne, in the Colony of Victoria, a Solicitor of the Supreme Court of that colony, has this day been appointed by his Honour Joshua Strange Williams, Esq., a Judge of the Supreme Court of New Zealand, a Commissioner of the said Supreme Court of New Zealand in Victoria, under the 2nd section of "The Commissioners of the Supreme Court Act, 1875," for the purpose of administering and taking any oath, affidavit, or affirmation as in the said section mentioned.

Dated at Dunedin, this 27th day of November, 1894.

COLIN MCK. GORDON,
Registrar, Supreme Court.

Customs Appointments, &c.

Department of Trade and Customs, Wellington, 10th December, 1894.

THE following appointments and promotions in this department have been made by the Hon. the Commissioner during the year.

W. T. GLASGOW,
Secretary and Inspector.

Date.	Name.	Office and Station.	Previous Office and Station.
1894.			
Nov. 1	Montgomery, W. B. ..	Landing Waiter and Tide Surveyor .. Bluff ..	Landing Waiter .. Wellington.
" 1	Penn, A. V. ..	Landing Waiter	Clerk .. Dunedin.
" 1	Maclaurin, E. T. W. ..	Warehouse-keeper.. ..	Record Clerk .. Head Office.
" 1	Marsh, H. J. ..	Record Clerk	Statistical Clerk .. "
" 12	Johnston, D. ..	Collector	Invercargill .. Poverty Bay.
" 12	Pasley, E. ..	"	" .. Wairau.
" 12	Carter, A. ..	"	Landing Waiter .. Wellington.

Crown Lands Notices.

Leases and Licenses, Auckland District, forfeited.

Department of Lands and Survey,
Wellington, 10th December, 1894.

IT is hereby notified that the leases and licenses of the under-mentioned lands have been forfeited by resolutions of the Auckland Land Board, and that the said lands have reverted to the Crown, under the provisions of "The Land Act, 1892."

SCHEDULE.

Section.	Block.	Locality.	Tenure.	Lessee or Licensee.
97A	..	Tatarariki ..	O.R.P.	P. Moloughney, jun.
Pts. 128, 146	..	Owhiwa Parish	D.P.	J. Beasley, jun.
24	XII.	Hukerenui ..	O.R.P.	G. L. S. Kerr.
1	IX.	Purua S.D. ..	P.L.	W. McIntyre.
6	XIV.	Hukerenui ..	"	W. J. Dobson.
13	IX.	" ..	"	John Rowe.
5	..	Waitara Parish	D.P.	A. E. Nicholas.
29	..	Awaitu Parish	P.L.	Fredk. Brine.
27 to 30	I.	Whangape ..	"	H. Moses.
68	..	Okura Parish	"	A. W. Thorburn, jun.
236	..	Waiuku East	"	S. F. Rossiter.
198	..	Mahurangi ..	"	Sharpe and Moore.
13	XV.	Tokatoka S.D.	L.P.	Henry Mansell.
60	VII.	Whangape	P.L.	Wm. Hunia.
16	II.	Herekino		
Lot 17, Section 1	V.	Punakitere ..	V.H.S.S.	Chris. James.
148	..	Matata Parish	P.L.	Patrick Fahey.
12	IX.	Mangamuka ..	V.H.S.	Wm. Flavell.
12	X.	" ..	"	J. R. Bland.
14	II.	Hukatere S.D.	P.L.	Thos. Woods.
9	XVI.	Waitoa S.D. ..	P.L.	Esther E. Sweny.
51, 52, 53	..	Rangitaiki ..	"	W. Strachan.
5, 6	XII.	Kaipara S.D.	L.P.	Jas. Archibald.
101	..	Pakiri Parish	P.L.	George Hedger.
226, 227	..	Waioka Parish	D.P.	Hira Okioki.
4	I.	Hukatere S.D.	"	J. W. Martin.
85	..	Mahurangi ..	O.R.P.	J. Bannatyne.
11	X.	Mangamuka ..	V.H.S.	J. C. Olive.
5	I.	Punakitere ..	D.P.	Robert Meier.
44	I.	Waoku S.D. ..	L.P.	Henry Leef.
31, 32, 33	I.	" ..	P.L.	W. L. Mardon.
26	IX.	" ..	V.H.S.	Frank Cain.
1	VII.	Awakino North	L.P.	H. D. C. Marr.
171	..	Waipareira ..	V.H.S.	Mary Harknett.
27	..	Whakahara ..	O.R.P.	George Clark.
6	IX.	Waoku S.D. ..	V.H.S.	W. D. Corfield.
400 to 405	..	Ngaroto Parish	O.R.P.	Adamson and Samuels.
60, 61	..	Maungatapere	P.L.	Sidney Litt.

JOHN McKENZIE,
Minister of Lands.

Deferred-payment License, Wellington, forfeited.

Department of Lands and Survey,
Wellington, 10th December, 1894.

IT is hereby notified that the deferred-payment license held by A. Gladman Smith over Section 45, Block XI., Ongo Survey District, has been forfeited by resolution of the Wellington Land Board on the 7th December, 1894.

JOHN McKENZIE,
Minister of Lands.

Lands in Marlborough for Lease by Auction.

District Lands and Survey Office,
Blenheim, 3rd December, 1894.

IT is hereby notified that the under-mentioned lands will be offered for lease by auction for a term of three years, at this office, on Wednesday, the 16th January, 1895.

SCHEDULE.

Section.	Block.	Survey District.	Area.	Upset Rental per Annum.
23	XIV.	Clifford Bay	A R. P. £ s. d.	100 0 0 15 0 0
102 (part of)	"	"	114 0 0	17 0 0

Terms of lease: Three years, subject to six months' notice in the event of the land being required for sale or public purposes.

One half-year's rent and £1 1s. lease-fee to be paid on the fall of the hammer.

SIDNEY WEETMAN,
Commissioner of Crown Lands.

Pastoral Lands in Canterbury for Lease by Public Auction.

District Lands and Survey Office,
Christchurch, 26th November, 1894.

NOTICE is hereby given, in terms of "The Land Act, 1892," and "The Public Reserves Act, 1881," that the under-mentioned pastoral licenses will be submitted to public auction, at the Local Lands and Survey Office, Timaru, on Wednesday, the 13th February, 1895, at 11 o'clock a.m.

SCHEDULE.

PASTORAL LICENSES UNDER "THE LAND ACT, 1892,"
MACKENZIE COUNTY.

Run No.	Survey District.	Block.	Area.	Upset Annual Rental.
206	Strachey ..	II., III., VI., VII.	Acres. 2,970	£ s. d. 74 5 0
215	Pukaki West ..	XV.	266	6 13 0
216	{ Pukaki West..	XV. }	734	18 7 0
	{ Strachey ..	III. }		
217	Pukaki ..	XIII.	507½	12 13 6
218	Pukaki West ..	III., VII.	271	6 15 6

Term of License.—Seven years, subject to termination on twelve months' notice.

PASTORAL LICENSES UNDER "THE PUBLIC RESERVES ACT, 1881."

Reserve No.	Survey District.	Block.	Area.	Upset Annual Rental.
182	Pukaki ..	XIII.	Acres. 156	£ s. d. 3 18 0
183	{ Pukaki West..	XV. }	180	4 10 0
	{ Strachey ..	III. }		

Term of License.—Seven years, subject to termination on twelve months' notice.

Run No. 206 is situated on the Ben Ohau Run No. 87, adjacent to the River Twizel, between the Ohau and Pukaki Rivers, and comprises well-grassed plains at an elevation of about 1,500ft. above sea-level; Runs Nos. 215, 216, and 217,

and Reserves Nos. 182 and 183 are situated at the southern extremity of Lake Pukaki, adjacent to the Pukaki Ferry; and Run No. 218 is situated at the north-western extremity of the lake, immediately to the south of the boundary creek between Glentanner and Rhoborough Downs Stations. They comprise hilly and flat pastoral country, some portions of which are very stony, the vegetation consisting of tussock and other native grasses. The general elevation ranges from 1,600ft. to 2,000ft. above sea-level. The coach-road from Fairlie to Mount Cook runs through some of the blocks.

CONDITIONS.

The following conditions of licenses under "The Land Act, 1892," will also, so far as possible, be applicable to licenses under "The Public Reserves Act, 1881."

1. Possession of the runs will be given to the purchasers of the licenses on the day of sale.
2. No person or company may become the holder of more than one run under Part VI. of "The Land Act, 1892": Provided that the holder of any run under the said Act of a carrying-capacity of less than ten thousand sheep or two thousand head of cattle may become the lessee of an aggregate area sufficient to carry such a number of sheep or cattle. The holder of any small grazing-run under Part V. of "The Land Act, 1892," shall not be the holder of any run under Part VI. of the said Act.
3. The license shall be dated on the 1st March, 1895, and shall include, in addition, the whole period between the date of possession and the said 1st March, 1895.
4. The license shall be subject to the following conditions amongst others:—

- (1.) That if the licensee or any person claiming an interest through or under him shall make or cause to be made any agreement or contract, or shall give or cause to be given or taken any negotiable security, for the purpose of defeating or evading the provisions of, or shall in any way whatsoever directly or indirectly commit or be privy to a fraud upon, "The Land Act, 1892," the license shall be liable to be forfeited and revoked;
- (2.) That the licensee shall prevent the destruction or burning of timber or bush on the land comprised in the license;
- (3.) That the licensee shall prevent the growth or spread of gorse, broom, and sweetbriar on the land comprised in the license, and shall with all reasonable speed remove or cause to be removed all gorse, sweetbriar, broom, or other noxious weeds or plants, as may be directed by the Commissioner; and
- (4.) That the licensee shall destroy all rabbits on the land comprised in the license, and shall prevent their increase or spread, to the satisfaction of the Commissioner or an officer appointed by him to inspect the ground.

5. The licensee shall have the exclusive right of pasturage over the lands specified in his license, but shall have no right to the soil or timber or minerals thereon or therein.

6. One half-year's rent and a license-fee of £1 1s. shall be paid on the fall of the hammer, and the purchaser shall make a declaration in terms of section 195 of "The Land Act, 1892." The rent shall be paid half-yearly in advance, on the 1st day of March and the 1st day of September in each year during the term of the license. Should the half-yearly rental at any period not be paid within thirty days, a penalty of 10 per cent. in addition will be enforced.

7. No liability is accepted by or on behalf of the Crown in respect of any fencing existing upon the Crown lands offered for license.

DECLARATION.

I, _____, of _____, do solemnly and sincerely declare,—

1. That I am the person who, subject to the provisions of "The Land Act, 1892," am desirous of becoming the purchaser of a lease or license of pastoral lands.
2. That I am purchasing the lease or license of such land solely for my own use and benefit, and not directly or indirectly for the use or benefit of any other person or persons whomsoever.
3. That I am not the holder of any lease or license in any part of the colony, nor have I any interest in any lease or license in contravention of section 193 of the said Act.
4. That I am not the holder of a small grazing-run in any part of the colony, nor have I any interest in any such run.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1882."

Declared at _____, this _____ day of _____, 18____, before me— _____, a Justice of the Peace for the Colony of New Zealand.

(Signature.)

Full particulars, plans, forms of declaration, &c., may be obtained on application at the District Lands and Survey Office, Christchurch.

J. W. A. MARCHANT,
Commissioner of Crown Lands.

Small Grazing-runs open for Lease on Application.

District Lands Office,
Dunedin, 23rd November, 1894.

NOTICE is hereby given that the under-mentioned small grazing-runs will be open for lease on application, at the District Lands Office, on and after the 13th February, 1895, at the half-yearly rental noted opposite the runs. In case of more than one application for the runs on the same day, priority of selection will be decided by ballot on the following day, at 11 a.m.

SCHEDULE.

OTAGO LAND DISTRICT.

Survey District.	Section.	Block.	Area.	Rent per Acre.	Half-yearly Rent.
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FIRST-CLASS PASTORAL COUNTRY.

Taiari County.

	Run No.	Area.	Rent per Acre.	Half-yearly Rent.
Nenthorn..	2	VII.	4,519 0 0	0 7 | 65 18 0
" ..	3	VIII.		

This is good grazing country; well watered; has frontage to Taiari River. It contains a good homestead-site, and is situated between Mount Stoker and Three-o'Clock Creek, about fourteen miles from Middlemarch. It is accessible by a well-formed road. Valuation for improvements, payable with application, or immediately the result of the ballot is declared, £348. This run was lately surrendered by Donald McLeod.

Waitaki County.

	Run No.	Area.	Rent per Acre.	Half-yearly Rent.
Domet ..	17A		3,120 0 0	0 4½ | 29 5 0

This run is very steep and broken where it faces the Otekaike and towards the Maruwenua, but there are some very good slopes near the top of it; soil light; well watered. Distance from Kyeburn, on west, six miles; from Otekaike, to north-east, nine miles (both accessible by track); and from Livingstone, to south-east, seven miles (by road). Altitude averages 2,500ft. Valuation for improvements, payable with application, or immediately the result of the ballot is declared, £80.

SECOND-CLASS PASTORAL COUNTRY.

Waitaki County.

	Section.	Area.	Rent per Acre.	Half-yearly Rent.
Domet ..	1	VIII.	10,977 0 0	0 2 18 | 50 0 0
" ..	1	X.		
" ..	3	XI.		
Kyeburn ..	1	X.		
" ..	2	XIII.		
Kakanui ..	2	I.		

Subdivisions of parts of Pastoral Runs Nos. 300 and 301. This is a very compact run, good aspect, and it is well grassed throughout, silver-tussock on lower slopes and snow-grass on higher levels. Situated about nine miles from Livingstone, and about fourteen miles from Tokarahi Railway-station. Average altitude, about 2,800ft. above the sea-level. Lately surrendered by Robert Little. Valuation for improvements, payable with application, or immediately the result of the ballot is declared, £10.

	Section.	Area.	Rent per Acre.	Half-yearly Rent.
Domet ..	2	X.	13,540 0 0	0 1 59 | 45 0 0
" ..	2	XI.		
Kakanui ..	1	I.		
" ..	1	II.		
" ..	1	VIII.		
Kyeburn ..	1	XIII.		
" ..	1	XIV.		

Subdivisions of parts of Pastoral Runs Nos. 300 and 301. The country is of sound grazing quality, containing about 4,000 acres well-grassed land, about 4,000 acres fairly grassed, and the remainder poorly grassed and broken. It averages an altitude of 2,800ft., is well watered, and fronts the main Livingstone-Naseby Road. The run contains a capital homestead-site, around which lie several hundred acres of arable land. Livingstone is six miles and Tokarahi Railway-station eleven miles distant. Valuation for house and fencing, £50, which amount must either be lodged with application or paid immediately the result of the ballot is declared. This run was last held by James Chapman.

CONDITIONS OF LEASE.

1. The term of lease is twenty-one years, with the option of renewal for a further period of twenty-one years at a rent to be fixed by valuation, and improvements being secured to lessee as provided by "The Land Act, 1892," section 182. Each lessee is required to make the declaration as per form printed below.

2. No person can lease more than one run.

3. Residence on the run is compulsory, and commences within three years in bush or swamp land, and within one year in open or partly open land, unless the lessee obtain the consent of the Land Board to reside on other land in his occupation.

4. Permanent improvements must be effected equal to one year's rental by the end of the first year, two years' rental by the end of the second year, and four years' rental at the end of the sixth year; and on bush land, in addition thereto, improvements must be made to the value of 10s. an acre if first-class land, or of 5s. an acre if second-class land.

5. One half-year's rent and £1 1s. for the lease must be paid immediately the application is declared successful; the rent to be paid half-yearly in advance during the term of the lease. The next payment of rent will become due on the 1st September, 1895.

6. The lessee has no right to purchase any part of the land; but he can select 150 acres around the homestead through which no road can be taken or other public privilege exercised without compensation.

NOTE.—One-fourth of the rent paid during the first fifteen years is returned to the local body, to be spent in improving the access to the land.

DECLARATION.

I, _____, of * _____, do solemnly and sincerely declare—

1. That I am of the age of seventeen years and upwards.
2. That I am the person who, subject to the provisions of "The Land Act, 1892," am desirous of becoming the purchaser of a lease of Run No.† _____

3. That I am purchasing such lease solely for my own use and benefit, and not directly or indirectly for the use of any other person or persons whatever.

4. That I am not already the holder of any such lease in any part of the colony, nor have I any interest in any such lease.

5. That I am not the holder of any run under Part VI. of the aforesaid Act, nor have I any interest in any such run.

6. That I do not own any freehold land or land held by lease or license of any kind whatever anywhere in the colony, either by myself or jointly with any other person, which, exclusive of the land I am now purchasing the lease of, will exceed in area 1,000 acres.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1882."

(Signature.)

Declared at _____, this _____ day of _____, 18____, before me— _____, a Justice of the Peace in and for the Colony of New Zealand.

* Place of abode or occupation. † Here specify.

J. P. MAITLAND,
Commissioner of Crown Lands.

Cheviot Estate.—Tenders for Purchase of Gates.

District Lands and Survey Office,
Christchurch, 26th November, 1894.

TENDERS are invited for the purchase, singly or together, of twelve gates, the property of the Crown, situate on the public roads, Cheviot, as shown on plans to be seen at the Post-office, Cheviot, and at this office. Tenders, marked outside "Tender for Gates," and addressed to the undersigned, will be received up to noon of 23rd January, 1895.

J. W. A. MARCHANT,
Commissioner of Crown Lands.

Sale of Lands, Pomahaka Estate.

Crown Lands Office,
Dunedin, 5th December, 1894.

NOTICE is hereby given that Section 59, Block X., Sections 45 and 49, Block XI.; Sections 13 and 21, 7 and 8, Block XIII.; Sections 16 and 17, Block XIV. Pomahaka Survey District, may be applied for by the adjacent owners or by any other person on and after Tuesday, the 8th January, 1895, in any area not exceeding 640 acres.

J. P. MAITLAND,
Commissioner of Crown Lands.

Rural Lands in Canterbury for Sale by Public Auction.

District Lands and Survey Office,
Christchurch, 26th October, 1894.

NOTICE is hereby given, in terms of "The Immigrants' Land Act, 1873," and "The Land Act, 1892," that the under-mentioned rural lands will be offered for sale by public auction at this office on Wednesday, the 19th December, 1894, at 12 noon.

SCHEDULE.

ASHBURTON COUNTY.

Section.	Block.	Area.	Upset Price per Acre.	Total Upset Price.
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Alford Survey District.

		A.	R.	P.	£	s.	d.	£	s.	d.
34244	IX., X.	85	0	0	1	10	0	127	10	0
36521	X.	6	1	10	1	10	0	9	9	5

These sections are situated on opposite sides of the south branch of the Ashburton River, Section 36521, on the north-eastern side of the river, having frontage on the main road from the Mount Somers Township to the coal-pits, the distance in a north-westerly direction from the Mount Somers Railway-station being about seven miles. Section 34244, on the south-western side of the river, adjoins the properties of the late Hon. W. S. Peter and S. F. Barber, Esq. The River Ashburton, at this point, can be easily forded at ordinary times. The sections comprise open, level, ploughable land of fair quality, shingly in patches, and partly surface-sown with English grass.

Hinds Survey District.

36522	IX.	19	1	28	2	10	0	48	11	3
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This section is situated adjacent to the properties of J. Studholme, jun., Esq., and Messrs. Pateman and Stone, having frontage on the Boundary Road, about four miles and three-quarters south-westward from the Hinds Railway-station, and comprises open, level agricultural land, of fair quality.

TERMS OF SALE.

A deposit of one-fifth of the purchase-money shall be paid on the fall of the hammer, and the balance, together with a Crown-grant fee of £1, within thirty days thereafter, or the deposit will be forfeited and the sale cancelled.

Full particulars may be ascertained and plans obtained at this office.

J. W. A. MARCHANT,
Commissioner of Crown Lands.

Small Grazing-runs, Otago, open for Lease.

Crown Lands Office,
Dunedin, 19th November, 1894.

NOTICE is hereby given that the under-mentioned small grazing-runs will be open for lease on application on and after Wednesday, the 23rd January, 1895, at the half-yearly rentals noted below. In case of more than one application for the same run on the same day, priority of selection will be decided by ballot on the following day, at 11 a.m.

SCHEDULE.

FIRST-CLASS PASTORAL COUNTRY.

Survey District.	Section.	Block.	Area.	Rent per Acre.	Half yearly Rent.
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MANIOTOTO COUNTY.

			A.	R.	P.	s.	d.	£	s.	d.
Maniototo	16	XI.	517	0	30	0	9	9	13	11
"	19	"	502	0	0	0	9	9	8	3

Subdivisions of Pastoral Run 206F, Taieri Lake Station, containing open pastoral land of fair quality; situated about eleven miles from Naseby, two miles from the proposed railway-station at Ryan's Crossing, and eighteen miles from Hyde; altitude, from 1,300ft. to 1,500ft.

WAIKAI COUNTY.

Maruwenua	48	IX.	1930	0	0	0	9	36	3	9
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Open, broken, mixed agricultural and pastoral country, good black soil, well watered; situated close to Livingstone Township. Valuation for improvements, payable with application or immediately the result of the ballot is declared, £192 7s. This run was lately surrendered by John Sutherland.

CONDITIONS OF LEASE.

1. The term of lease is twenty-one years, with the option of renewal for a further period of twenty-one years, at a rent to be fixed by valuation, and improvements being secured to lessee as provided by "The Land Act, 1892," section 182. Each lessee is required to make the declaration as per form printed below.

2. No person can lease more than one run.

3. Residence on the run is compulsory, and commences within three years in bush or swamp land, and within one year in open or partly open land, unless the lessee obtain the consent of the Land Board to reside on other land in his occupation.

4. Permanent improvements must be effected equal to one year's rental by the end of the first year, two years' rental by the end of the second year, and four years' rental at the end of the sixth year; and on bush land, in addition thereto, improvements must be made to the value of 10s. an acre if first-class land, or of 5s. an acre if second-class land.

5. One half-year's rent and £1 1s. for the lease must be paid immediately the application is declared successful; the rent to be paid half-yearly in advance during the term of the lease. The next payment of rent will become due on the 1st September, 1895.

6. The lessee has no right to purchase any part of the land; but he can select 150 acres around the homestead through which no road can be taken or other public privilege exercised without compensation.

NOTE.—One-fourth of the rent paid during the first fifteen years is returned to the local body, to be spent in improving the access to the land.

DECLARATION.

I, _____, of* _____, do solemnly and sincerely declare—

1. That I am of the age of seventeen years and upwards.

2. That I am the person who, subject to the provisions of "The Land Act, 1892," am desirous of becoming the purchaser of a lease of Run No. †

3. That I am purchasing such lease solely for my own use and benefit, and not directly or indirectly for the use of any other person or persons whatever.

4. That I am not already the holder of any such lease in any part of the colony, nor have I any interest in any such lease.

5. That I am not the holder of any run under Part VI. of the aforesaid Act, nor have I any interest in any such run.

6. That I do not own any freehold land or land held by lease or license of any kind whatever anywhere in the colony, either by myself or jointly with any other person, which, exclusive of the land I am now purchasing the lease of, will exceed in area 1,000 acres.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of the General Assembly of New Zealand intituled "The Justices of the Peace Act, 1882." (Signature.)

Declared at _____, this _____ day of _____, 18____, before me— _____, a Justice of the Peace in and for the Colony of New Zealand.

*Place of abode or occupation. †Here specify.

J. P. MITTLAND,
Commissioner of Crown Lands.

Pastoral Lands, Westland, open for Lease on Application.

Lands and Survey Office,
Hokitika, 2nd November, 1894.

IN accordance with section 197 of "The Land Act, 1892," I hereby give notice that the under-mentioned pastoral runs, having been submitted to public auction and not sold, will be open for application, at the upset rental, on and after the 18th day of December, 1894:—

- Run No. 57, Mariner's Peak, 7,500 acres.
- Run No. 70, Haast and Waita Rivers, 12,500 acres.
- Run No. 80, Mount Argentine, 6,000 acres.
- Run No. 90, Bald Hill Range, 5,500 acres.

Subject to the provisions of "The Land Act, 1892," Part VI. All for the term of ten years each, and at the annual rental of £1 per 1,000 acres. Possession to be given on the date of granting of application.

D. BARRON,
Commissioner of Crown Lands.

Town and Suburban Lands at Cheviot for Sale by Auction.

Department of Lands and Survey,
Wellington, 26th November, 1894.

IT is hereby notified, in terms of "The Land Act, 1892," and "The Cheviot Estate Disposition Act, 1893," that the under-mentioned allotments of town and suburban lands will be offered for sale for cash at public auction, at the District Land Office, Cheviot, at 11 a.m. on Wednesday, the 23rd day of January, 1895.

One-fifth of the purchase-money must be paid on the fall of the hammer, and the balance, with Crown-grant fee, £1, within thirty days thereafter; otherwise the part of the purchase-money paid by way of deposit will be forfeited, and the contract for the sale of the land be null and void.

SCHEDULE.

Section.	Block.	Area.	Upset Price per Section.
TOWN OF MACKENZIE.			
		A. R. P.	£ s. d.
2	XII.	0 1 0	7 10 0
4	"	0 1 0	7 10 0
5	"	0 1 0	10 0 0
6	"	0 1 0	7 10 0
7	"	0 1 0	7 10 0
8	"	0 1 0	7 10 0
9	"	0 1 0	7 10 0
10	"	0 1 0	7 10 0
11	"	0 1 0	7 10 0
12	"	0 1 0	7 10 0
14	"	0 1 0	7 10 0
15	"	0 1 0	7 10 0
16	"	0 1 0	10 0 0
17	"	0 1 0	7 10 0
18	"	0 1 0	7 10 0
19	"	0 1 0	7 10 0
20	"	0 1 0	12 0 0
2	XVII.	0 1 0	10 0 0
4	"	0 1 0	10 0 0
7	"	0 1 0	7 10 0
13	"	0 1 0	15 0 0
8	XXII.	0 1 0	7 10 0
9	"	0 1 0	15 0 0
5	XXV.	0 1 0	15 0 0
1	XXVIII.	0 1 0	7 10 0
2	"	0 1 0	7 10 0
3	"	0 1 0	7 10 0
4	"	0 1 0	7 10 0
5	"	0 1 0	7 10 0
7	"	0 1 0	7 10 0
8	"	0 1 0	7 10 0
9	"	0 1 0	7 10 0
10	"	0 1 0	7 10 0
13	"	0 1 0	10 0 0
14	"	0 1 0	10 0 0
15	"	0 1 0	10 0 0
17	"	0 1 27	9 0 0
18	"	0 1 37	10 0 0
1	XXIX.	0 1 0	7 10 0
3	"	0 1 0	7 10 0
4	"	0 1 15	10 0 0
5	"	0 1 0	7 10 0
6	"	0 2 0	12 0 0
7	"	0 1 22	8 0 0
8	"	0 2 30	14 0 0

MACKENZIE SUBURBAN, CHEVIOT SURVEY DISTRICT.

77	VII.	1 0 0	14 0 0
78	"	1 0 0	13 0 0
79	"	1 0 0	14 0 0
80	"	1 0 0	15 0 0
81	"	0 3 29	20 0 0
82	"	1 0 0	20 0 0
84	"	1 0 0	15 0 0
85	"	1 0 0	15 0 0
86	"	1 0 3	15 5 8

These sections are situated on the south side of and contiguous to the Mackenzie Township, and comprise open grass level land of light but fair quality. Owing to their splendid central position, these sections have a special value, and are eminently well adapted for business sites, such as factories, sale- or timber-yards, and also for villa residences, gardens, and paddocks.

In the event of any of the suburban lots not being disposed of at auction, they will remain open for selection, in terms of "The Land Act, 1892," at the upset prices specified.

JOHN MCKENZIE,
Minister of Lands.

Land in Auckland for Sale by Public Auction.

District Lands and Survey Office,
Auckland, 10th November, 1894.

NOTICE is hereby given that the under-noted town, suburban, and rural lands will be submitted for sale by public auction at this office on Friday, the 18th day of January, 1895, at 11 o'clock a.m.

SCHEDULE.

Lot.	Area.	Upset Price per Lot.
TOWN OF NGARUAWAHIA.		
	A. R. P.	£ s. d.
127	0 1 7	5 17 6
128	0 1 7	5 17 6
129	0 1 7	5 17 6
130	0 1 7	5 17 6
131	0 1 7	5 17 6
132	0 1 17 6	7 2 6
133	0 0 34 7	4 5 0
134	0 0 37 7	4 12 6
135	0 1 7	5 17 6
136	0 1 7	5 17 6
137	0 1 7	5 17 6
138	0 1 7	5 17 6
139	0 1 7	5 17 6
260	0 1 7	5 17 6
261	0 1 7	5 17 6
264	0 1 7	5 17 6
265	0 1 7	5 17 6
266	0 1 7	5 17 6
281	0 1 7	5 17 6
282	0 1 7	5 17 6
283	0 1 7	5 17 6
284	0 1 7	5 17 6
285	0 1 7	5 17 6
286	0 1 7	5 17 6
287	0 1 7	5 17 6
304	0 1 7	5 17 6
305	0 1 7	5 17 6
306	0 1 7	5 17 6
307	0 1 7	5 17 6
308	0 1 7	5 17 6
394	0 1 3	5 7 6
454	0 0 30 8	3 15 0
455	0 0 27 8	3 7 6
473	0 0 25	3 2 6
474	0 0 33	4 2 6
475	0 0 33	4 2 6
476	0 0 33	4 2 6
477	0 0 33	4 2 6
478	0 1 1	5 2 6
479	0 0 35	4 7 6
480	0 0 32	4 0 0
481	0 0 32	4 0 0
482	0 0 32	4 0 0
483	0 0 32	4 0 0
484	0 0 32	4 0 0
485	0 0 32	4 0 0
486	0 0 36	4 10 0
487	0 1 0	5 0 0
488	0 0 36	4 10 0
489	0 0 36	4 10 0
490	0 0 36	4 10 0
491	0 0 36	4 10 0
492	0 0 26	3 5 0
SMALL LOTS NEAR PANMURE (AUCKLAND).		
70 (Sec. I.)	4 0 0	16 0 0
SUBURBS OF WEYMOUTH.		
50, 51, 52	2 3 32	6 0 0
WAITEMATA COUNTY.		
Parish of Mairatahi.		
48A	10 0 0	10 0 0
Open land lying between Section 48 and Inlet, Kaipara Harbour.		
WAIPA COUNTY.		
Parish of Pukete.		
56	11 0 28	11 3 0
Open land near Hamilton.		
RAGLAN COUNTY.		
Parish of Karamu.		
126	10 0 0	7 10 0
Open land, with small quantity bush; situated three miles from Harapepe, on the Karuwharuwha Stream.		
WHANGAREI COUNTY.		
Parish of Waipu.		
329A	50 0 23	76 5 0

Situated about five miles from Waipu, and containing about 250,000ft. green and dead kauri timber, which could be driven into Waihoihoi Stream.

Terms of Sale.—One-fifth of the purchase-money to be paid on the fall of the hammer, and the balance, with Crown-grant fee, within thirty days thereafter, otherwise the one-fifth deposit will be forfeited and the contract for the sale of the land be null and void.

GERHARD MUELLER,
Commissioner of Crown Lands.

Crown Lands and Leases of Railway Reserves, Taranaki, for Sale by Public Auction.

District Lands and Survey Office,
New Plymouth, 26th October, 1894.

NOTICE is hereby given that the under-mentioned lands will be submitted to public auction, at the District Lands and Survey Office, New Plymouth, on Wednesday, the 19th December, 1894, at 12 o'clock noon.

SCHEDULE.

MOA DISTRICT.

Block IX., Huiroa Survey District.

Section 291: Area, 4 acres 1 rood; upset price, £12 15s. Situate between the Mountain Road and the railway-line, and close to the Waipuku Village. The land is covered with bush, and broken with a gully running across the centre.

VILLAGE OF KAPONGA.

Block XI., Kaupokonui Survey District.

Section 20: Area, 1 acre; upset price, £10.
Section 25: Area, 2 roods; upset price, £12.
Situate on the main road from Eltham to Opunake, about eight miles from the former township. The sections comprise flat grassed land, with good soil.

Terms of Sale: One-fifth of the purchase-money to be paid on the fall of the hammer, and the balance, together with £1 Crown-grant fee, within thirty days, or the deposit will be forfeited.

Plans, &c., may be obtained at the principal post-offices and railway-stations throughout the district, and full particulars upon application at this office.

ELTHAM-OPUNAKE RAILWAY RESERVE LEASES.

No. of Subsec-tion.	Block.	Survey District.	Area.	Upset Rent per Acre.		Half-yearly Rent.	
				s. d.	£ s. d.	£ s. d.	£ s. d.
4	X.	Opunake..	A. R. P. 3 2 5	s. d. 1 0	£ s. d. 0 1 9	Nearly all river-bed.	
5	X.	Opunake..	4 2 4	1 0	0 2 3	Heavy bush; swampy in parts.	
6	X.	Opunake..	3 3 22	1 0	0 2 0	Heavy bush; swampy in parts.	
10	XI.	Opunake..	16 2 11	1 0	0 8 3	Felled and grassed; fenced on one side.	
11	XI.	Opunake..	13 2 3	1 0	0 6 9	Heavy bush.	
17	X.	Kaupokonui	17 3 12	1 0	0 9 0	Felled and grassed; fenced on one side.	
20	X.	Kaupokonui	12 0 16	1 0	0 6 0	Half an acre in grass, remainder heavy bush; fenced on one side.	
Terms of lease: Ten years. The land under bush to be cleared and laid down in English grasses within five years from the date of lease. One half-year's rent and £1 1s. lease-fee to be paid on the fall of the hammer. Leases of reserves to be signed by successful purchasers within thirty days from date of notice that they are ready for execution. Further particulars may be obtained upon application at this office.							
						JOHN STRAUCHON, Commissioner of Crown Lands.	

Lands at Cheviot for Lease by Auction.

Department of Lands and Survey,
Wellington, 26th November, 1894.

IT is hereby notified, in terms of "The Cheviot Estate Disposition Act, 1893," and "The Land Act, 1892," that the lands enumerated in the Schedule hereto will be offered for lease on the terms specified, at public auction, at the District Land Office, Cheviot, at 11 o'clock a.m. on Wednesday, the 23rd day of January, 1895.

SCHEDULE.
GRAZING LICENSES.

Section.	Survey District.	Block.	Area.	Rent per Acre	Rent per Annum.	Term of License.
<i>Town of Mackenzie.</i>						
			A. R. P.	s. d.	£ s. d.	
40, Mackenzie Suburban	..	..	6 3 3	6 0	2 0 8	Twelve months.
Flat open land of good quality; well grassed.						
Parts 71, 72, 73, and Town Belt	Cheviot ..	VII.	184 3 0	6 0	55 8 6	Twelve months.
Part of 27 and Drain Reserve	Lowry Peaks ..	XII.	94 0 0	6 0	28 4 0	"
Part 28	.. ..	" ..	29 0 0	6 0	8 14 0	"
Flat open land of good quality; well grassed.						
<i>Spotswood Village.</i>						
33 to 46	Cheviot ..	IV.	133 1 18	4 0	26 13 6	Three years' lease, subject to six months' notice in event of the land being required for sale or public purposes.
47 to 52	" ..	" ..	10 0 30.5	4 0	2 0 9	
53, 54, 63	" ..	" ..	14 1 11	4 0	2 17 3	
55 to 62	" ..	" ..	14 3 26.7	4 0	2 19 8	
66 to 68	" ..	" ..	3 0 0	4 0	0 12 0	
Level open country; good soil; well grassed.						
<i>Mina Village.</i>						
2, Reserve, and Block III., Mina North	..	..	60 0 32	5 0	15 1 0	Three years' lease, subject to six months' notice in event of the land being required for sale or public purposes.
1, 3, Reserve, and Blocks I. and II., Mina North	..	..	43 0 10	5 0	10 15 3	
6, 13, and Block IV., Mina North	..	..	52 0 39	5 0	13 1 3	
4, 5, and Blocks V. and VI., Mina North	..	..	57 3 3	5 0	14 8 10	
8, 9, and Block II., Mina South	..	..	56 1 28	5 0	14 2 2	
7, 10, and Block I., Mina South	..	..	37 0 28	5 0	9 5 11	
11, and Blocks IV. and VI., Mina South	..	..	18 3 6	5 0	4 11 5	
12, and Blocks III. and V., Mina South	..	..	17 0 27	5 0	4 5 10	
Generally open flat land of good quality; well grassed.						
<i>Domett Village.</i>						
43, and Block II., Domett	Lowry Peaks ..	XVI.	6 1 4	4 0	1 5 1	Three years lease, subject to six months' notice in event of the land being required for sale or public purposes.
44, Railway, and Block III., Domett	" ..	" ..	77 2 20	4 0	15 10 6	
30 to 34, 45, Railway, and Block IV., Domett	" ..	" ..	63 2 31	4 0	12 14 9	
35 to 42, School Reserve, and Block V., Domett	" ..	" ..	62 3 29	4 0	12 11 9	
Section 43 and Block II. comprises good well-grassed land. Section 44, &c., partly low well-grassed down-land; balance, good flat valley-land. Sections 30 to 34, &c., principally low well-grassed down-land. Sections 35 to 42, &c., well-grassed flat land, good soil, recently in stubble.						
Recreation Reserve at Port Robinson	Cheviot ..	XI.	12 3 0	4 0	2 11 0	One year, renewable from year to year.

This section is situated at Port Robinson, and comprises open flat well-grassed table-land of good quality.

In event of any of the lots not being disposed of at auction, they will remain open for selection, in terms of "The Land Act, 1892," on lease, at the upset rental, for the balance of the term.

CONDITIONS.

1. There are no restrictions or limitations as to the number of lots which one person may acquire, and no declaration is required. Residence and improvements are not compulsory. No compensation shall be claimed by the lessees, nor shall any be allowed by the Government on account of improvements effected by the lessee, nor for any other cause; but lessees shall be allowed one month from the date of determination of their leases within which to remove any buildings or fences which they may have erected upon the lands comprised in their leases.

The lease of the Recreation Reserve at Port Robinson shall be subject to the right of the public to use and enjoy the same for sports, games, and recreation purposes.

2. Possession will be given on the day of sale.

3. The licenses shall be for the terms specified in the Schedule.

4. The licenses shall be subject to the following conditions, amongst others:—

- (1.) That the licensee shall prevent the destruction or burning of timber or bush on or adjacent to the land comprised in the license;
- (2.) That the licensee shall prevent the growth or spread of gorse, broom, and sweetbriar on the land comprised in the license, and shall with all reasonable speed remove or cause to be removed all gorse, broom, sweetbriar, or other noxious weeds or plants, as may be directed by the Commissioner of Crown Lands; and
- (3.) That the licensee shall destroy all rabbits on the land comprised in the license, and shall prevent their increase or spread, to the satisfaction of the Commissioner of Crown Lands or an officer appointed by him to inspect the ground.

5. The licensee shall have the exclusive right of pasturage over the lands specified in his license, but shall have no right to the soil, or timber, or minerals thereon or therein.

6. One half-year's rent shall be paid in every instance on the fall of the hammer. The rent next shall be paid on the 1st day of September next. Should the half-yearly rental at any period not be paid within thirty days, a penalty of 10 per cent. in addition will be enforced. The half-year's rent payable on the fall of the hammer shall be considered the rent due on the 1st March, 1895, from which date the lease shall commence.

7. The lessee shall not cut or trim the live fences now on the land without the consent of the Commissioner of Crown Lands, and he shall stub all gorse, broom, sweetbriar, and other noxious plants.

8. The lessee must properly clean, clear from weeds, and keep open all creeks, drains, ditches, and watercourses which now are or may be upon the land, and the Commissioner of Crown Lands shall have the power at any time to enter upon and make any drain through the land that he may deem necessary.

9. The lessee shall be liable for all rates, taxes, and assessments during the term.

10. A right to search for and take gravel for making or maintaining roads from any of the lands disposed of is reserved; payment to be made for surface damage only.

11. The Government reserves a right of ingress and egress to the telegraph line which passes through some of the lands to be disposed of.

12. Lessees shall fence off all trees and plantations, and shall not permit any trespass therein, or damage thereto, and shall be held responsible for their safe custody.

13. In the event of the lessee failing to comply with any of the covenants hereinbefore mentioned relating to the stubbing gorse, broom, and sweetbriar, and to the cleaning, clearing from weeds, and keeping open all creeks, drains, ditches, and watercourses, it shall be lawful for the Commissioner of Crown Lands to have such work done, and to recover the cost of the same from the lessee.

JOHN MCKENZIE,
Minister of Lands.

Land in Southland for Sale or Selection.

District Lands and Survey Office,
Invercargill, 30th October, 1894.

IT is hereby notified that the under-mentioned land will be open for sale or selection on and after the 27th February, 1895, and may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase, or on lease in perpetuity.

SCHEDULE.
SOUTHLAND LAND DISTRICT.

County.	District.	Section.	Block.	Area.	Cash Price.		Occupation with Right of Purchase: Rent, 5 per Cent.		Lease in Perpetuity: Rent, 4 per Cent.	
					Per Acre.	Total Price.	Rent per Acre.	Half-yearly Rent.	Rent per Acre.	Half-yearly Rent.
FIRST-CLASS LAND.										
				A. R. P.	£ s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.
Southland	(Extension Ma-karewa Village, Invercargill Hund.)	11	V.	15 2 20	4 0 0	62 10 0	4 0	1 11 3	3 2	1 5 0

Land low-lying, covered with timber only fit for firewood; soil good; height above sea-level about 50ft. Distance from Invercargill about seven miles.

G. W. WILLIAMS,
Commissioner of Crown Lands.

Land in Southland for Sale or Selection.

District Lands and Survey Office, Invercargill, 10th November, 1894.

IT is hereby notified that the under-mentioned land will be open for sale or selection on and after the 20th February, 1895, and may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase, or on lease in perpetuity.

SCHEDULE.
SOUTHLAND LAND DISTRICT.

County.	District.	Section.	Block.	Area.	Cash Price.		Occupation with Right of Purchase: Rent, 5 per Cent.		Lease in Perpetuity: Rent, 4 per Cent.	
					Per Acre.	Total Price.	Rent per Acre.	Half-yearly Rent.	Rent per Acre.	Half-yearly Rent.
FIRST-CLASS LAND.										
				A. R. P.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.
Southland	New River Hundred	4	XXI.	17 2 0	1 0 0	17 10 0	1 0	8 9	0 9 6	7 0

Level land, covered with scrub only suitable for firewood; good soil. Distance from Invercargill, about eighteen miles.

G. W. WILLIAMS,
Commissioner of Crown Lands.

Native Land Court Notices.

"The Native Land Court Act, 1894."

NOTICE is hereby given that a sitting of the Native Land Court will be held at Auckland on the 10th day of January, 1895, to rehear and determine the several matters set forth in the Schedule hereto.

Native Land Court Office, Auckland, 4th December, 1894.

JAS. W. BROWNE, Registrar.

SCHEDULE.

No.	Name of Land.	Decision in respect of which Rehearing has been ordered.
1	Orakei	Decision, dated the 18th day of June, 1885, appointing successors to Totara Arama, deceased.
2	Orakei	Decision, dated the 18th day of June, 1885, appointing successors to Te Tahuri Arama, deceased.
3	Orakei	Decision, dated the 28th day of August, 1889, appointing a successor to Paramena Nganahi, deceased.

"The Native Land Court Act, 1894."

NOTICE is hereby given that a sitting of the Native Appellate Court will be held at Auckland on the 10th day of January, 1895, to hear and determine the several appeals against decisions of the Native Land Court set forth in the Schedule hereto. All persons interested are hereby notified to attend at the time and place aforesaid.

Native Land Court Office, Auckland, 4th December, 1894.

JAS. W. BROWNE, Registrar.

SCHEDULE.

No.	Name of Applicant.	Name of Land.	Decision in respect of which appeal is made.
1	Te Kipihana Whiua and Timoti Whatihua	Ohinewaiura	Decision, made the 17th day of November, 1890, upon investigation of title.
2	Wi Kapa Ngawhau	Ohinewaiura	Decision, made the 17th day of November, 1890, upon investigation of title.
3	Pererika Ngahuruhuru and others	Parawai	Decision, made the 2nd day of September, 1890, upon investigation of title.
4	Turi te Atuaherangi and others..	Parawai	Decision, made the 2nd day of September, 1890, upon investigation of title.
5	R. Whititera te Waiatua	Parawai	Decision, made the 2nd day of September, 1890, upon investigation of title.
6	Kahukore Ramarihi Utuku	Omahu West No. 2b	Decision, made the 8th day of July, 1890, assessing compensation payable for land taken for railway purposes.
7	Te Ruahuihui Tukiterangi	Paehinahina	Decision, made the 25th day of September, 1890, upon investigation of title.
8	Petera Pukuatua	Ouru	Decision, made the 17th day of November, 1890, upon investigation of title.
9	Hohepa Pokiki	Wairau .. ..	.. ..

"The Native Land Court Act, 1894."

NOTICE is hereby given that a sitting of the Native Appellate Court will be held at Otaki on the 17th day of January, 1895, to hear and determine the appeals against decisions of the Native Land Court set forth in the Schedule hereto. All persons interested are hereby notified to attend at the time and place aforesaid.

Native Land Court Office, Wellington, 7th December, 1894.

H. DUNBAR JOHNSON, Registrar.

SCHEDULE.

No.	Name of Land.	Decision in respect of which Appeal is made.
1	Ngakaroro No. 3c	Decision, dated the 13th September, 1892, making partition of the land.
2	Horowhenua No. 9.. .. .	Decision, dated the 23rd June, 1894, upon the investigation of the title to the land.

"The Native Land Court Act, 1894."—Rehearings granted.

NOTICE is hereby given that a sitting of the Native Land Court will be held at Otaki, on the 17th day of January, 1895, to rehear and determine the several matters set forth in the Schedule hereto.

Native Land Court Office, Wellington, 7th December, 1894.

H. DUNBAR JOHNSON, Registrar.

SCHEDULE.

No.	Name of Land.	Decision in respect of which Rehearing has been ordered.
1	Awaroa No. 12b	Decision, dated the 6th August, 1889, making partition of the land.
2	Waopukatea No. 1a	Decision, dated the 11th June, 1891, making partition of the land.
3	Ngakaroro No. 2f Reserve	Decision, dated the 13th July, 1891, making partition of the land.
4	Aratangata	Decision, dated the 2nd May, 1892, making partition of the land.
5	Topaatekaahu-Waitohu	Decision, dated the 18th July, 1891, upon the investigation of the title to the land.
6	Kaiwharawhara-Kapiti No. 3	Decision, dated the 21st November, 1891, making partition of the land.
7	Oturoa	Decision, dated the 27th May, 1885, making partition of the land.
8	Aorangi No. 3a	Decision upon rehearing, dated the 31st May, 1891.

"The Native Land Court Act, 1894."

Registrar's Office, Auckland, 4th December, 1894.

NOTICE is hereby given that a sitting of the Native Land Court will be held at Shortland, Thames, on the 17th day of January, 1895, to hear and determine the several matters mentioned in the Schedule hereunder written, in respect of which applications have been received by the Registrar, and all such other matters as may be lawfully brought before it. JAS. W. BROWNE, Registrar.

SCHEDULE.
PARTITION.

No.	Name of Applicant.	Name of Land.
1	Reweti Tauwhetoko (89-4821)	Ngaromaki No. 3.
2	Wikitoria te Ngahue (90-491)	Ngaromaki No. 3.
3	Wikitoria te Ngahue and Ngahua Ngakaho (90-359)	Te Kari.
4	Hera Puna and Tamihana Pumipi (90-435)	Te Pure.
5	Mita Watene, Rete, Taere Hemi, and Wana Pakowhai Rihari (90-2955)	Tahanui.
6	Mare Teretiu, Hera Tuhirae, Wikitoria te Ngahue, Kapihana te Tuhi, Raika Whakarongotai, and Tuterei Karewa (92-2145)	Wharekawa No. 4.
7	Hana te Amokino and Te Karira Reihana (92-2153)	Tawhitowhenua No. 6.
8	Raika Whakarongotai (92-2289)	Omahu West No. 2B, No. 1.
9	Raika Whakarongotai (92-2291)	Tongarewa No. 2.
10	Hirawa te Moananui (92-3381)	Te Horete Nos. 3, 4.
11	Mango Whaiapu, Ngapari Whaiapu, and Mare Teretiu (93-347)	Okewa.
12	Kataraina Matene (93-1191)	Te Kowai No. 1c.
13	Emily Newland (93-1193)	Te Kowai No. 1c.
14	Te Papu Makuini (93-459)	Kauaeranga No. 16.
15	Erneti Wetea (93-1395)	Tapuaurerahi No. 4.
16	Hori Ngakapa Whanaunga (93-3685)	Te Ahuroa No. 1, No. 2.
17	T. Hei Watene (93-5305)	Manuka.
18	Mango Whaiapu (93-5431)	Arikirau No. 3.
19	Raiha Manakau and others (93-5721)	Mataitai No. 1.
20	Tuna Tirotini (94-179)	Wharekawa No. 4.
21	T. Hei Watene for Kahukore Utuku (94-1495)	Omahu West No. 2B.
22	Arama Karaka and Hira Waara (94-1501)	Te Hape No. 3.
23	Mere Taipari (518-1)	Te Hore No. 1.
24	Mere Rapata (789-6)	Te Huruhi.
25	Mihaka Awatea for Perata Rawhitaka (789-11)	Te Huruhi.
26	Meri Taipari (588-1)	Matakorowhaha.
27	Pahemata te Take (93-3683)	Te Upokowhanui No. 2.
28	Parepumai te Whetuiti, Nukuhia Keretumu, Hatara Tumatekitua, Ngatiti Punia, and others (1183-3)	Wirihii Block.
29	Parepumai te Whetuiti, Nukuhia Tatana, Hatara Tumatekitua, and others (997-2)	Paetoke.
30	Parepumai te Whetuiti, Ngatiti Punia, and others (1012-2)	Te Whanake.
31	Parepumai te Whetuiti, Nukuhia Tatana, Hatara Tumatekitua, and others (1032-2)	Te Hoe-o-Tainui North No. 2B.
32	Parepumai te Whetuiti and others (1018-4)	Te Hoe-o-Tainui North No. 4, Kaipakari.
33	Parepumai te Whetuiti and others (1019-2)	Te Hoe-o-Tainui North No. 5, Toroanui.
34	Parepumai te Whetuiti, Nukuhia Tutana, Ngatiti Puna, and others	Te Hoe-o-Tainui North No. 6, Paengahaunui.
35	Parepumai te Whetuiti, Hatara Tumatekitua, and others (1004-3)	Te Takapau.
36	Parepumai te Whetuiti, Hatara Tumatekitua, Ngatiti Punia, and others (1182-8)	Maukoro No. 1.
37	Parepumai te Whetuiti, Nukuhia Keretumu, and others (1182-9)	Maukoro No. 2.
38	Parepumai te Whetuiti and others (1006-6)	Te Takapau-o-Rerekau.
39	Parepumai te Whetuiti, Hatara Tumatekitua, and others (1036-4)	Ngahuha-o-Tahunaraukawa.
40	Parepumai te Whetuiti and others (1021-2)	Te Hoe-o-Tainui South No. 1, Whareroa.
41	Parepumai te Whetuiti, Nukuhia Tatana, Hatara Tumatekitua, and others (1035-2)	Te Hoe-o-Tainui South No. 3B, Te Riu-o-Hauraki.
42	Parepumai te Whetuiti, Nukuhia Tatana, and others (1036-5)	Te Hoe-o-Tainui South, No. 3C.
43	Renata Tamati and Watene Taiwhakaea (614-1)	Waihou West No. 4.
44	Merea Wikiriwhi	Ohinemuri Nos. 4, 8, and 17, Ngatikoi Reserve, 1,170 acres.
45	Hoani Nahe, Winiata Whaiapu, and Ngapari Whaiapu (382-1)	Moehau No. 1M.

APPLICATION FOR THE DEFINITION OF THE RELATIVE INTEREST.

No.	Name of Applicant.	Name of Land.
1	Ropiha te Kaihe, Te Whetu Patara, Maihi te Kapua, Waata Hangata, Renata te Koroa, Tamihana Tukere, Hariata Puaa, Eru Maihi, Hemi Tamihana, Arama te Tataa, Wiremu Kepa Hoete, and others (789-8)	Te Huruhi.

REMOVAL OF RESTRICTIONS.

No.	Name of Applicant.	Name of Land.
1	Tupara Konui, Tati Netana, W. H. Taipari, Mereana Mokomoko, Mereana Taipari, Wiremu Karaka, Henaima, Pahemata, Netana Tuari, and Wiri Netane (J. 93-1600)	Te Reureu.
2	Meteria Papahuaki and Hohepa Hikairo (93-3595)	Te Rata No. 3.
3	Hohepa Mataitana (93-3599)	Parakiri No. 1.
4	Taiwiwi te Taniwha (93-3601)	Whitimaumaruru No. 4.

APPLICATION UNDER "THE NATIVE EQUITABLE OWNERS ACT, 1886."

No.	Name of Applicant.	Name of Land.
1	Tirihana Utuku and Kahukore Utuku (93-5307)	Wharekawa No. 4.

APPLICATION UNDER SECTION 33 OF "THE NATIVE LAND COURT ACT, 1894."

No.	Name of Applicant.	Name of Land.	Particulars of Application.
1	Haora Tareranui	Te Koronae North ..	Application for extension of time fixed by order of Chief Judge for lodging deposit of £10 as security for costs on rehearing.

INQUIRY UNDER THE PROVISIONS OF SECTION 5 OF "THE NATIVE LAND CLAIMS AND BOUNDARIES ADJUSTMENT AND TITLES EMPOWERING ACT, 1894."

No.	Name of Land.	The Business before the Court.
1	Waikaka Reserve	To inquire and determine who are the persons included in the term "Tarapipi and party," used in connection with the ownership in the record of the promise to the Natives upon the purchase of Native lands at Piako.

"The Native Land Court Act, 1894."

Registrar's Office, Auckland, 4th December, 1894.

NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Whangarei on the 19th day of December, 1894, or as soon thereafter as the business of the Court will allow.

JAS. W. BROWNE, Registrar.

SCHEDULE.

APPLICATIONS FOR SURVEY CHARGING ORDERS.

No.	Name of Surveyor.	Name of Land.	Area.			Amount.		
			A.	R.	P.	£	s.	d.
1	Hugh Munro Wilson (753-3)	Whatitiri	21,365	0	0	441	7	7
2	Hugh Munro Wilson (739-2)	Ngatapapa No. 2 .. ..	..	..	..	8	0	0
3	Hugh Munro Wilson (549-2)	Pukemiro No. 2 .. ..	..	..	..	12	0	0
4	Hugh Munro Wilson (746-3)	Panekuri	116	3	8	17	16	0
5	Hugh Munro Wilson (745-2)	Kakaraea	1,000	0	0	56	9	4
6	Hugh Munro Wilson (217-)	Hihi	25	2	32	6	0	0
7	Hugh Munro Wilson	Pukepoto C No. 6	236	0	0	20	0	0
8	Hugh Munro Wilson	Pukepoto C No. 7	230	0	24	20	0	0
9	Hugh Munro Wilson	Ngararatunua A .. ..	..	..	..	4	0	0
10	Hugh Munro Wilson	Ngararatunua B .. ..	..	..	..	3	0	0
11	Hugh Munro Wilson	Ngararatunua C .. ..	..	..	..	6	0	0
12	Hugh Munro Wilson	Ngararatunua D .. ..	..	..	..	8	0	0

"The Native Land Court Act, 1894."

Registrar's Office, Auckland, 4th December, 1894.

NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Whakatane on the 22nd day of January, 1895, or as soon thereafter as the business of the Court will allow.

JAS. W. BROWNE, Registrar.

SCHEDULE.

APPLICATIONS FOR INQUIRY AND CERTIFICATE UNDER SECTION 118 OF "THE NATIVE LAND COURT ACT, 1894."

No.	Name of Applicant.	Name of Land.	Area.	Nature of Alienation to be Inquired into.
1	Kate Gannon	Pukemauri No. 1c	A. R. P. 2,190 0 0	Purchase.
2	Kate Gannon	Pukemauri No. 2	3,270 0 0	Lease.
3	Kate Gannon	Houputo te Pua No. 2	6,280 0 0	Lease.
4	Kate Gannon	Houputo	4,170 0 0	Lease.
5	Kate Gannon	Houputo te Pua No. 1	2,473 0 0	Lease.

"The Native Land Court Act, 1894."

Registrar's Office, Wellington, 11th December, 1894.

NOTICE is hereby given that a sitting of the Native Land Court will be held at Danevirke on the 18th day of January, 1895, to hear and determine the several matters mentioned in the Schedule hereunder written, in respect of which an application has been received by the Registrar, and all such other matters as may be lawfully brought before it.

H. DUNBAR JOHNSON, Registrar.

SCHEDULE.
PARTITION.

No.	Name of Applicant.	Name of Land.
1	Atenata Wharekiri (85-1174)	Tamaki No. 4.
2	Mare Rautahi (89-473)	Tamaki.
3	Ahitana Nopera and others (93-2504)	Tamaki.
4	Albert Karaitiana (Na. 388-3)	Tamaki.

"The Native Land Court Act, 1894."

Registrar's Office, Wellington, 10th December, 1894.

NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Greytown North on the 17th day of December, 1894, or as soon thereafter as the business of the Court will allow.

H. DUNBAR JOHNSON, Registrar.

SCHEDULE.
APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	Transfer (94-509) ..	22nd October, 1894	Taumatakaihuka No. 2	Ani Heta Ngapuke to Herbert Samuel Wardell.
2	Transfer (94-510) ..	22nd October, 1894	Taumatakaihuka No. 3	Te Kohea Tahana and another to Herbert Samuel Wardell.
3	Transfer (94-511) ..	22nd October, 1894	Taumatakaihuka No. 4	Arapera Turuturu to Herbert Samuel Wardell.
4	Transfer (94-512) ..	6th August, 1894	Taumatakaihuka No. 2	Kanara Ngatuere to Vincent Herbert Wardell and another.
5	Transfer (94-513) ..	18th October, 1894	Pohue, part of	Hera te Ata and others to John Pascoe Perry.
6	Transfer (94-514) ..	16th October, 1894	Pohue, part of	Hera te Ata and others to John Macrae.
7	Lease (94-515) ..	16th October, 1894	Pohue, part of	Hera te Ata and others to William Allan Cameron.
8	Conveyance (94-516) ..	29th June, 1894	Waikoukou - Tauanui, part of Subdivision No. 1	Te Waka Hone Himu to Paraituha Ria and another.
9	Mortgage (94-517) ..	10th December, 1894	Purau, Section 28, part of	Meri Elers to ETTY Ann Allard Lucena.
10	Conveyance (94-518) ..	13th April, 1894	Waikoukou - Tauanui, Subdivision No. 1	Paraituha Ria and others to John Pike.
11	Conveyance (94-519) ..	19th October, 1894	Akura ..	Ihaia Whakamairu to Charles Wagland.
12	Conveyance (94-520) ..	17th October, 1894	Akura, part of	Hapeta Hopu Whakamairu to Charles Wagland.
13	Conveyance (94-521) ..	17th October, 1894	Akura, part of	Hapeta Hopu Whakamairu to Charles Wagland.
14	Conveyance (94-522) ..	19th October, 1894	Akura, part of	Ihaia Whakamairu to Charles Wagland.
15	Lease (94-523) ..	17th October, 1894	Te Ngutukoko 81N ..	Koroneho Hakikino to Thomas Coldham Williams and others.
16	Mortgage (94-524) ..	15th October, 1894	Tutaehaohao and other lands	Hori te Huki and others to Thomas Coldham Williams and others.
17	Transfer (94-525) ..	12th October, 1894	Te Maipi No. 6 ..	Hori te Huki and others to Thomas Coldham Williams and others.
18	Conveyance (94-526) ..	16th October, 1894	Te Ngutukoko 81N ..	Rititia Riwai and others to Thomas Coldham Williams and others.
19	Lease (94-527) ..	16th October, 1894	Takamaitu Block, part of	Hera te Ata and others to William Allan Cameron.

"The Native Land Court Act, 1894."

Registrar's Office, Wellington, 10th December, 1894.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Levin on the 17th day of December, 1894, or as soon thereafter as the business of the Court will allow.

H. DUNBAR JOHNSON, Registrar.

SCHEDULE.
REMOVAL OF RESTRICTIONS.

No.	Name of Applicant.	Name of Land.
1	Teo Tipene (for Ruakere Moeahu) and Hohepine Love (J. 94-657)	Whakahukuwai (Hutt), Subdivisions 8 and 9 of Section 16.

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	Transfer (94-413) ..	20th October, 1894 ..	Lot 1, Section 41, City of Wellington	Rawinia te Munu to George Richards.
2	Transfer (94-507) ..	5th December, 1894	Subdivisions 8 and 9 of Section 16, Hutt	Josephine Love to John Stevenson.
3	Lease (94-508) ..	4th October, 1894 ..	Subdivision 8 of Section 16, Hutt	Ruakere to John Stevenson.

Traffic Returns.

NEW ZEALAND RAILWAYS.—Traffic Returns for the four weeks ending 10th November, 1894, and for the corresponding four weeks, 1893.

KAWAKAWA SECTION.								
1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	44	44	88	67	24	91		
2nd Class	101	64	165	145	184	329		
Total	145	108	253	212	208	420		
Season Tickets	..		4	..		0		
PARCELS, ETC.,—								
			No.	No.				
Parcels	..		120	107				
Horses	..		3	2				
Carriages	..		3	..				
Dogs	..		5	6				
Total	..		131	115				
GOODS,—								
			No.	No.				
Drays				
Cattle				
Calves	..		1	..				
Sheep				
Pigs				
Total	..		1	..				
			Tons.	Tons.				
Chaff, &c.	..		6	..				
Wool				
Firewood	..		6	18				
Timber	..		18	15				
Grain				
Merchandise	..		132	133				
Minerals	..		533	824				
Total	..		695	990				
REVENUE,—								
			£	s.	d.	£	s.	d.
Passengers	..		16	2	7	22	17	9
Parcels and Luggage	..		8	0	5	4	13	9
Goods	..		111	3	11	143	3	4
Miscellaneous	..		0	6	10	4	11	0
Rents and Commission	..		2	7	4	1	18	4
Total	..		£138	1	1	£177	4	2

WHANGAREI SECTION.

WHANGAREI SECTION.								
1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	107	198	305	154	..	154		
2nd Class	1,104	2,126	3,230	553	..	553		
Total	1,211	2,324	3,535	707	..	707		
Season Tickets	..		1	..		0		
PARCELS, ETC.,—								
			No.	No.				
Parcels				
Horses				
Carriages				
Dogs				
Total				
GOODS,—								
			No.	No.				
Drays	..		1	3				
Cattle	..		19	14				
Calves				
Sheep	2				
Pigs				
Total	..		20	19				
			Tons.	Tons.				
Chaff, &c.				
Wool				
Firewood				
Timber	..		24	58				
Grain				
Merchandise	..		361	340				
Minerals	..		2,434	1,387				
Total	..		2,819	1,785				
REVENUE,—								
			£	s.	d.	£	s.	d.
Passengers	..		76	14	6	19	12	0
Parcels and Luggage	..		17	11	2	0	6	3
Goods	..		340	4	3	198	15	11
Miscellaneous	..		2	6	6	1	19	10
Rents and Commission	..		1	9	7	8	8	0
Total	..		£438	6	0	£229	2	0

KAIHU SECTION.

KAIHU SECTION.								
1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	14	94	108	..	..	..
2nd Class	110	1,050	1,160	286	1,394	1,680		
Total	124	1,144	1,268	286	1,394	1,680		
Season Tickets	..		0	..		0		
PARCELS, ETC.,—								
			No.	No.				
Parcels	..		89	121				
Horses				
Carriages				
Dogs	..		1	2				
Total	..		90	123				
GOODS,—								
			No.	No.				
Drays				
Cattle				
Calves	..		5	..				
Sheep	..		1	..				
Pigs				
Total	..		6	..				
			Tons.	Tons.				
Chaff, &c.				
Wool				
Firewood				
Timber	..		1,099	51				
Grain				
Merchandise	..		108	147				
Minerals				
Total	..		1,207	198				
REVENUE,—								
			£	s.	d.	£	s.	d.
Passengers	..		68	13	11	80	13	10
Parcels and Luggage	..		2	10	3	3	14	4
Goods	..		236	18	8	64	17	9
Miscellaneous	..		0	0	4	0	0	4
Rents and Commission	
Total	..		£308	3	2	£149	6	3

AUCKLAND SECTION.

AUCKLAND SECTION.								
1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	1,189	2,836	4,025	1,176	3,054	4,230		
2nd Class	6,535	23,134	29,669	6,758	21,076	27,834		
Total	7,724	25,970	33,694	7,934	24,130	32,064		
Season Tickets	..		249	..		112		
PARCELS, ETC.,—								
			No.	No.				
Parcels	..		4,713	4,158				
Horses	..		59	55				
Carriages	..		3	2				
Dogs	..		114	140				
Total	..		4,889	4,355				
GOODS,—								
			No.	No.				
Drays	..		6	7				
Cattle	..		1,198	1,461				
Calves	..		238	89				
Sheep	..		5,771	3,805				
Pigs	..		166	11				
Total	..		7,379	5,373				
			Tons.	Tons.				
Chaff, &c.	..		192	576				
Wool	..		376	306				
Firewood	..		253	156				
Timber	..		2,093	1,321				
Grain	..		950	674				
Merchandise	..		2,186	2,503				
Minerals	..		4,997	6,122				
Total	..		11,057	11,658				
REVENUE,—								
			£	s.	d.	£	s.	d.
Passengers	..		2,854	17	8	2,875	8	6
Parcels and Luggage	..		326	12	9	303	0	9
Goods	..		6,007	16	1	5,705	12	3
Miscellaneous	..		17	14	2	22	9	2
Rents and Commission	..		134	1	10	102	5	0
Total	..		£9,341	2	6	£9,008	15	8

NAPIER-TARANAKI SECTION.

1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	1,971	9,734	11,705	2,154	10,094	12,248		
2nd Class	10,226	32,794	43,020	10,756	32,476	43,232		
Total	12,197	42,528	54,725	12,910	42,570	55,480		
Season Tickets	152	..	..	74		
PARCELS, ETC.,—			No.	No.				
Parcels	5,558	..	..	5,976		
Horses	363	..	..	308		
Carriages	39	..	..	45		
Dogs	405	..	..	478		
Total	6,365	..	..	6,807		
GOODS,—			No.	No.				
Drays	13	..	..	19		
Cattle	708	..	..	677		
Calves	7	..	..	7		
Sheep	3,207	..	..	3,777		
Pigs	156	..	..	244		
Total	4,091	..	..	4,724		
Chaff, &c.			Tons.	Tons.				
Wool	222	..	..	168		
Firewood	2,471	..	..	2,011		
Timber	2,918	..	..	2,446		
Grain	3,754	..	..	3,877		
Merchandise	1,897	..	..	1,421		
Minerals	5,579	..	..	4,266		
Total	1,311	..	..	1,135		
Total	18,152	..	..	15,324		
REVENUE,—			£	s.	d.	£	s.	d.
Passengers	6,545	2	2	6,569	7	4
Parcels and Luggage	758	15	3	774	13	0
Goods	8,535	16	10	7,269	11	4
Miscellaneous	232	0	9	216	3	5
Rents and Commission	124	11	10	115	4	3
Total	£16,196	6	10	£14,944	19	4

WELLINGTON SECTION.

1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	717	6,424	7,141	811	5,862	6,673		
2nd Class	3,666	18,742	22,408	4,110	18,582	22,692		
Total	4,383	25,166	29,549	4,921	24,444	29,365		
Season Tickets	456	..	..	106		
PARCELS, ETC.,—			No.	No.				
Parcels	3,927	..	..	4,086		
Horses	44	..	..	69		
Carriages	6	..	..	3		
Dogs	169	..	..	175		
Total	4,146	..	..	4,333		
GOODS,—			No.	No.				
Drays	9	..	..	..
Cattle	103	..	..	55		
Calves	35	..	..	32		
Sheep	2,049	..	..	3,220		
Pigs	85	..	..	77		
Total	2,281	..	..	3,384		
Chaff, &c.			Tons.	Tons.				
Wool	108	..	..	102		
Firewood	770	..	..	651		
Timber	384	..	..	444		
Grain	1,417	..	..	1,566		
Merchandise	353	..	..	333		
Minerals	1,178	..	..	1,093		
Total	945	..	..	582		
Total	5,155	..	..	4,771		
REVENUE,—			£	s.	d.	£	s.	d.
Passengers	2,471	19	6	2,364	8	1
Parcels and Luggage	307	19	7	353	15	1
Goods	3,150	19	8	3,010	12	9
Miscellaneous	19	18	5	11	7	3
Rents and Commission	49	11	9	51	9	7
Total	£6,000	8	11	£5,791	12	9

HURUNUI-BLUFF SECTION.

1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	4,785	36,938	41,723	4,403	37,558	41,961		
2nd Class	21,048	118,722	139,770	21,665	116,600	138,265		
Total	25,833	155,660	181,493	26,068	154,158	180,226		
Season Tickets	1,008	..	..	467		
PARCELS, ETC.,—			No.	No.				
Parcels	19,700	..	..	20,049		
Horses	588	..	..	759		
Carriages	36	..	..	31		
Dogs	946	..	..	938		
Total	21,270	..	..	21,777		
GOODS,—			No.	No.				
Drays	33	..	..	36		
Cattle	858	..	..	881		
Calves	64	..	..	56		
Sheep	24,826	..	..	19,432		
Pigs	1,951	..	..	1,488		
Total	27,732	..	..	21,893		
Chaff, &c.			Tons.	Tons.				
Wool	1,914	..	..	1,524		
Firewood	2,327	..	..	2,069		
Timber	1,722	..	..	1,936		
Grain	7,249	..	..	7,636		
Merchandise	16,736	..	..	19,063		
Minerals	16,161	..	..	15,938		
Total	25,410	..	..	22,766		
Total	71,519	..	..	70,982		
REVENUE,—			£	s.	d.	£	s.	d.
Passengers	16,225	16	2	16,993	15	8
Parcels and Luggage	1,981	14	10	2,166	3	11
Goods	24,459	12	5	24,171	0	0
Miscellaneous	622	14	6	756	15	1
Rents and Commission	832	12	9	824	8	9
Total	£44,122	10	8	£44,912	3	5

GREYMOUTH-BRUNNER SECTION.

1894.			1893.					
PASSENGERS,—	S.	R.	Total.	S.	R.	Total.		
1st Class	67	306	373	56	442	498		
2nd Class	875	3,568	4,443	766	4,212	4,978		
Total	942	3,874	4,816	822	4,654	5,476		
Season Tickets	11	..	..	11		
PARCELS, ETC.,—			No.	No.				
Parcels	427	..	..	351		
Horses	3		
Carriages		
Dogs	17	..	..	18		
Total	444	..	..	372		
GOODS,—			No.	No.				
Drays	1	..	..	..
Cattle	40	..	..	..
Calves		
Sheep	329	..	..	139		
Pigs	19	..	..	6		
Total	389	..	..	145		
Chaff, &c.			Tons.	Tons.				
Wool	18	..	..	12		
Firewood	1	..	..	1		
Timber	168	..	..	12		
Grain	1,107	..	..	583		
Merchandise	109	..	..	115		
Minerals	278	..	..	342		
Total	10,231	..	..	8,993		
Total	11,912	..	..	10,058		
REVENUE,—			£	s.	d.	£	s.	d.
Passengers	143	11	9	202	18	0
Parcels and Luggage	9	2	2	19	4	5
Goods	1,319	17	6	1,168	4	8
Miscellaneous	115	18	7	140	0	11
Rents and Commission	9	0	0	6	14	3
Total	£1,597	10	0	£1,537	2	3

GREYMOUTH-HOKITIKA SECTION.

	1894.			1893.		
	S.	R.	Total.	S.	R.	Total.
PASSENGERS,—						
1st Class	64	258	322	..	..	..
2nd Class	625	2,080	2,705	..	..	..
Total	689	2,338	3,027	..	..	..
Season Tickets	..	..	12	..	..	..
PARCELS, ETC.,—			No.	No.		
Parcels	..	..	113	..	..	..
Horses	..	..	..	..	..	..
Carriages	..	..	..	..	..	..
Dogs	..	..	10	..	..	..
Total	..	..	123	..	..	..
GOODS,—			No.	No.		
Drays	..	..	..	..	..	..
Cattle	..	..	..	..	..	..
Calves	..	..	..	..	..	..
Sheep	..	..	70	..	..	..
Pigs	..	..	..	..	..	..
Total	..	..	70	..	..	..
			Tons.	Tons.		
Chaff, &c.	..	..	..	..	..	..
Wool	..	..	..	..	..	..
Firewood	..	..	12	..	..	..
Timber	..	..	136	..	..	..
Grain	..	..	..	..	..	..
Merchandise	..	..	346	..	..	..
Minerals	..	..	43	..	..	..
Total	..	..	537	..	..	..
REVENUE,—			£ s. d.	£ s. d.		
Passengers	..	..	226 12 9	..	..	..
Parcels and Luggage	..	..	7 17 9	..	..	..
Goods	..	..	165 0 11	..	..	..
Miscellaneous	..	..	0 11 0	..	..	..
Rents and Commission	..	..	2 0 0	..	..	..
Total	..	..	£402 2 5	..	..	..

WESTPORT SECTION.

	1894.			1893.		
	S.	R.	Total.	S.	R.	Total.
PASSENGERS,—						
1st Class	11	72	83	3	46	49
2nd Class	570	2,252	2,822	695	2,458	3,153
Total	581	2,324	2,905	698	2,504	3,202
Season Tickets	..	..	6	..	..	7
PARCELS, ETC.,—			No.	No.		
Parcels	..	..	273	..	..	303
Horses	..	..	..	..	..	..
Carriages	..	..	..	..	..	..
Dogs	..	..	3	..	..	7
Total	..	..	276	..	..	310
GOODS,—			No.	No.		
Drays	..	..	..	..	..	..
Cattle	..	..	..	..	..	1
Calves	..	..	..	..	..	..
Sheep	..	..	..	..	..	..
Pigs	..	..	..	..	..	..
Total	..	..	..	..	..	1
			Tons.	Tons.		
Chaff, &c.	..	..	..	..	..	30
Wool	..	..	..	..	..	..
Firewood	..	..	144	..	..	188
Timber	..	..	292	..	..	313
Grain	..	..	..	..	..	4
Merchandise	..	..	185	..	..	366
Minerals	..	..	14,332	..	..	12,610
Total	..	..	14,953	..	..	13,461
REVENUE,—			£ s. d.	£ s. d.		
Passengers	..	..	155 0 6	211 8 8	..	..
Parcels and Luggage	..	..	13 7 0	13 4 6	..	..
Goods	..	..	1,851 0 1	1,907 1 4	..	..
Miscellaneous	..	..	25 14 7	60 16 9	..	..
Rents and Commission	..	..	15 18 4	18 9 10	..	..
Total	..	..	£2,061 0 6	£2,211 1 1	..	..

NELSON SECTION.

	1894.			1893.		
	S.	R.	Total.	S.	R.	Total.
PASSENGERS,—						
1st Class	30	362	392	34	124	158
2nd Class	693	4,442	5,135	662	4,228	4,890
Total	723	4,804	5,527	696	4,352	5,048
Season Tickets	..	..	11	..	..	7
PARCELS, ETC.,—			No.	No.		
Parcels	..	..	225	..	..	286
Horses	..	..	..	..	..	..
Carriages	..	..	1	..	..	1
Dogs	..	..	11	..	..	12
Total	..	..	237	..	..	299
GOODS,—			No.	No.		
Drays	..	..	..	..	..	..
Cattle	..	..	1	..	..	..
Calves	..	..	..	..	..	..
Sheep	..	..	15	..	..	..
Pigs	..	..	..	..	..	..
Total	..	..	16	..	..	..
			Tons.	Tons.		
Chaff, &c.	..	..	54	..	..	66
Wool	..	..	19	..	..	12
Firewood	..	..	216	..	..	138
Timber	..	..	208	..	..	204
Grain	..	..	134	..	..	40
Merchandise	..	..	166	..	..	115
Minerals	..	..	55	..	..	106
Total	..	..	852	..	..	681
REVENUE,—			£ s. d.	£ s. d.		
Passengers	..	..	283 19 10	267 15 1	..	..
Parcels and Luggage	..	..	15 0 10	16 2 6	..	..
Goods	..	..	327 0 1	340 6 3	..	..
Miscellaneous	..	..	17 18 8	43 12 11	..	..
Rents and Commission	..	..	15 3 0	18 19 6	..	..
Total	..	..	£659 2 5	£686 16 3	..	..

PICTON SECTION.

	1894.			1893.		
	S.	R.	Total.	S.	R.	Total.
PASSENGERS,—						
1st Class	89	638	727	179	1,020	1,199
2nd Class	386	1,778	2,164	546	2,388	2,934
Total	475	2,416	2,891	725	3,408	4,133
Season Tickets	..	..	1	..	..	2
PARCELS, ETC.,—			No.	No.		
Parcels	..	..	111	..	..	103
Horses	..	..	..	..	..	15
Carriages	..	..	1	..	..	1
Dogs	..	..	25	..	..	11
Total	..	..	137	..	..	130
GOODS,—			No.	No.		
Drays	..	..	..	..	..	..
Cattle	..	..	..	..	..	..
Calves	..	..	..	..	..	1
Sheep	..	..	32	..	..	51
Pigs	..	..	31	..	..	20
Total	..	..	63	..	..	72
			Tons.	Tons.		
Chaff, &c.	..	..	102	..	..	54
Wool	..	..	43	..	..	19
Firewood	..	..	270	..	..	216
Timber	..	..	116	..	..	4
Grain	..	..	175	..	..	86
Merchandise	..	..	107	..	..	90
Minerals	..	..	133	..	..	92
Total	..	..	946	..	..	561
REVENUE,—			£ s. d.	£ s. d.		
Passengers	..	..	166 10 3	210 11 6	..	..
Parcels and Luggage	..	..	10 6 7	12 8 7	..	..
Goods	..	..	241 2 6	156 9 11	..	..
Miscellaneous	..	..	11 18 3	14 16 10	..	..
Rents and Commission	..	..	20 1 0	14 4 0	..	..
Total	..	..	£449 18 7	£408 10 10	..	..

A. C. FIFE,
Accountant, New Zealand Railways.

Railway Department, 11th December, 1894.

N.Z.R.—FINANCIAL YEAR 1894-95.

RAILWAY WORKING ACCOUNT, showing the Revenue and Expenditure to the Termination of the Four-weekly Period ending 10th November, 1894.

Section.	Miles open for Traffic.	REVENUE.		EXPENDITURE.		FOR A TWELVE-MONTHLY PERIOD, AVERAGE TO DATE.		
		Four-weekly.	Total to Date.	Four-weekly.	Total to Date.	Per Cent. of Revenue.	Revenue per Mile of Railway.	Expenditure per Mile of Railway.
NORTH ISLAND,—								
Kawakawa ..	8	£ 138 s. 1 d.	£ 855 s. 1 d.	£ 127 s. 18 d.	£ 1,254 s. 7 d.	146.70	£ 173 s. 13 d.	£ 254 s. 15 d.
Whangarei ..	15	438 6 0	3,014 8 11	333 8 9	2,646 1 5	87.78	416 17 10	365 18 11
Kaihu ..	17	308 3 2	1,680 13 7	267 1 4	1,640 9 8	97.61	160 13 1	156 16 3
Auckland ..	288	9,341 2 6	70,283 12 10	6,377 14 7	52,655 9 0	74.92	396 11 4	297 2 0
Napier-Taranaki ..	332	16,196 6 10	114,778 7 0	8,595 7 1	79,830 0 1	69.55	561 15 10	390 14 8
Wellington ..	92	6,000 8 11	43,606 17 3	4,186 15 7	33,132 7 11	75.98	770 4 7	585 4 4
Total ..	752	32,422 8 6	234,219 0 10	19,888 5 7	171,158 15 9	73.08		
MIDDLE ISLAND,—								
Hurunui-Bluff ..	1,117	44,122 10 8	371,611 10 8	29,497 12 8	253,938 3 7	68.33	£ 544 s. 5 d.	£ 371 s. 18 d.
Greymouth-Brunner ..	8	1,597 10 0	14,922 9 1	903 19 11	7,933 2 11	53.16	3,031 2 5	1,611 8 5
Greymouth-Hokitika ..	24	402 2 5	3,570 0 7	255 13 2	1,998 17 0	55.99	241 14 5	135 6 9
Westport ..	26	2,061 0 6	19,964 2 10	1,032 5 2	9,910 11 8	49.64	1,235 17 6	613 10 3
Nelson ..	23	659 2 5	5,411 0 8	789 16 11	5,293 9 6	97.83	382 6 0	373 19 11
Picton ..	21	449 18 7	3,883 7 10	638 18 6	4,864 0 2	125.09	300 17 9	376 7 7
Total ..	1,219	49,292 4 7	419,367 11 8	33,118 6 4	283,938 4 10	67.71		
Grand total ..	1,971	81,714 13 1	653,586 12 6	53,006 11 11	455,097 0 7	69.63		

CORRESPONDING PERIOD LAST YEAR.

NORTH ISLAND,—								
Kawakawa ..	8	£ 177 s. 4 d.	£ 1,617 s. 15 d.	£ 165 s. 12 d.	£ 1,498 s. 8 d.	92.62	£ 328 s. 12 d.	£ 304 s. 7 d.
Whangarei ..	7	229 2 0	2,036 9 7	167 2 2	1,545 7 11	75.89	472 15 1	358 15 1
Kaihu ..	17	149 6 3	1,105 1 0	114 1 10	1,034 8 7	93.61	105 12 7	98 17 7
Auckland ..	265	9,008 15 8	68,168 5 10	5,830 11 1	49,004 18 8	71.89	418 0 3	300 10 0
Napier-Taranaki ..	332	14,944 19 4	116,042 3 2	9,428 10 8	78,426 0 11	67.58	568 16 8	384 8 10
Wellington ..	92	5,791 12 9	45,733 2 0	3,723 2 4	32,004 10 8	69.98	807 15 8	565 5 11
Total ..	721	30,301 0 2	234,702 17 2	19,429 0 3	163,513 15 4	69.67		
MIDDLE ISLAND,—								
Hurunui-Bluff ..	1,101	44,912 3 5	392,636 0 9	31,049 8 2	249,226 19 3	63.48	£ 579 s. 10 d.	£ 367 s. 16 d.
Greymouth ..	8	1,537 2 3	13,752 14 10	699 1 5	7,639 3 6	55.55	2,793 10 6	1,551 14 2
Westport ..	27	2,211 1 1	22,249 6 9	1,547 16 5	12,763 6 10	57.37	1,598 0 4	916 14 1
Nelson ..	23	686 16 3	5,595 6 3	829 9 8	5,927 18 8	105.94	395 6 5	418 16 5
Picton ..	21	408 10 10	3,775 10 8	571 17 8	4,824 13 4	114.54	296 2 5	339 3 9
Total ..	1,180	49,755 13 10	438,008 19 3	34,697 13 4	279,882 1 7	62.53		
Grand total ..	1,901	80,056 14 0	672,711 16 5	54,126 13 7	443,395 16 11	65.91		

Railway Department, 11th December, 1894.

A. C. FIFE,
Accountant, New Zealand Railways.

COMPARATIVE STATEMENT of TRAFFIC on ALL SECTIONS from 1st April, 1894, to 10th November, 1894.

All Sections.	Passengers.					Season Tickets.	Number.					Number.						
	First Class.		Second Class.		Total.		Total.	Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.
	S.	R.	S.	R.														
1894	69,147	352,442	353,645	1,318,672	2,093,906	16,815	262,538	6,283	443	15,086	284,350	412	23,160	2,585	656,353	27,285	709,795	
1893	70,759	367,132	361,927	1,382,204	2,182,022	11,169	270,598	6,991	517	16,028	294,184	446	23,030	2,234	626,289	26,364	678,363	
Inc.	..	..	..	..	..	5,646	..	..	..	..	..	..	130	351	30,064	921	31,432
Dec.	1,612	14,690	8,232	63,532	88,116	..	8,060	708	74	942	9,784	34	..	..	..	..	..

All Sections.	Tons.															
	Chaff, &c.		Wool.		Firewood.		Timber.		Grain.		Merchandise.		Minerals.		Total.	
	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.	Tons	c. qr.
1894	25,440	0 0	20,289	4 0	56,692	0 0	123,616	4 0	258,963	9 0	225,630	4 0	545,732	11 0	1,256,363	12 0
1893	27,552	0 0	18,574	0 0	53,572	0 0	114,668	10 0	298,050	18 0	224,078	11 0	555,005	7 0	1,291,501	6 0
Increase	..	..	1,715	4 0	3,120	0 0	8,947	14 0	..	..	1,551	13 0	..	..	..	..
Decrease	2,112	0 0	..	..	..	..	..	..	39,087	9 0	..	..	9,272	16 0	35,137	14 0

ESTIMATED COST of CONSTRUCTION, ALL LINES, to 31st March, 1894, as furnished by Public Works Department, including Public Works Loan Expenditure on Harbour-works forming Part of the Railway System.

Section.	Cost of Opened Lines.			Cost of Unopened Lines.		
	£	s.	d.	£	s.	d.
Kawakawa	90,337	0	0	..	..	..
Whangarei-Kamo	70,145	0	0	24,306	0	0
Kaihu	49,942	0	0	..	..	..
Marton-Te Awamutu (north end)	134,584	0	0	85,690	0	0
Auckland	1,832,058	0	0	122,865	0	0
Napier	861,739	0	0	..	..	..
Marton-Te Awamutu (south end)	139,933	0	0	39,522	0	0
Wanganui	1,429,178	0	0	..	..	..
Wellington-Foxton (private line)	..	..	..	42,117	0	0
Wellington	1,072,596	0	0	42,927	0	0
Surveys	..	..	..	27,502	0	0
Miscellaneous	..	..	..	5,169	0	0
Hurunui-Bluff	8,362,183	0	0	100,303	0	0
Greymouth	200,283	0	0	15,959	0	0
Greymouth Harbour Works	..	..	..	127,234	0	0
Greymouth-Hokitika	171,032	0	0	..	..	..
Westport	227,495	0	0	..	..	..
Westport Harbour Works	..	..	..	14,111	0	0
Nelson	165,609	0	0	12,537	0	0
Picton	204,917	0	0	57,591	0	0
Stock	..	..	..	44,431	0	0
Stock in suspense	25,000	0	0	..	..	..
Surveys	..	..	..	37,665	0	0
Miscellaneous	..	..	..	5,168	0	0
Total	15,137,036	0	0	805,097	0	0

Vital Statistics, November, 1894.

REGISTRAR-GENERAL'S Report on the Vital Statistics of the Principal Towns of New Zealand during the Month of November, 1894:—
 RETURN of the Number of Births, with the actual Mortality of Males and Females, and the Proportion of Deaths to Population, in the under-mentioned Boroughs, during the Month of November, 1894.

BOROUGHES.	Population of Principal Boroughs, with all their Suburbs, Census, April, 1891.	ESTIMATED POPULATION OF BOROUGHES, 1ST JANUARY, 1894.	TOTAL BIRTHS IN BOROUGHES.	DEATHS IN BOROUGHES REGISTERED IN NOVEMBER, 1894.									Proportion of Deaths to the 1,000 of Population in the Year 1894.	Proportion of Deaths to the 1,000 of Population in the Year 1894.
				Males.				Females.			Total Deaths.			
				Under 1 Year.	1 & under 5 Years.	5 Years and over.	Under 1 Year.	1 & under 5 Years.	5 Years and over.					
Auckland	51,287	31,349	82	1	2	16	4	2	5	30	0.96	12.90		
Birkenhead		649	3	..	..	..	..	..	..	..	..	..
Devonport		2,559	9	..	..	..	..	..	1	1	0.39	..
Newmarket		1,723	..	..	..	..	..	..	..	..	..	..
Newton		2,265	3	..	..	..	..	..	..	..	..	..
Parnell		4,000	5	1	1	..	2	4	1.00	..	
Other suburbs		*	
Totals Auckland and suburban boroughs .. .. .	..	42,545	102	2	2	16	5	2	8	35	0.82	..	
Wellington	34,190	35,013	67	5	3	18	2	1	7	36	1.03	13.43		
Karori		3,285	..	..	..	..	..	..	..	..	..	..
Melrose			3	1	..	1	..	..	..	2	0.91	..
Onslow			3	..	..	..	..	1	..	1	..	..
Totals Wellington and suburbs .. .. .	..	38,298	73	6	3	19	2	2	7	39	1.02	..	
Christchurch	47,846	17,523	32	1	..	9	3	..	2	15	0.86	12.80		
Linwood		5,955	7	..	..	3	1	..	..	4	0.67	..
St. Albans		5,441	10	..	1	1	..	..	3	5	0.92	..
Sydenham		10,583	23	..	..	5	2	..	1	8	0.76	10.35
Woolston		2,088	4	..	..	..	..	..	..	..	..	..
Other suburbs .. .. .		*	..	..	..	..	..	..	..	..	..	..
Totals Christchurch and suburban boroughs	41,590	76	1	1	18	6	..	6	32	0.77	..	
Dunedin	45,981	23,828	44	1	1	3	..	1	6	12	0.50	12.26		
Caversham		4,767	9	..	..	3	..	..	..	3	0.63	15.54
Maori Hill		1,453	3	..	..	..	..	..	..	..	..	..
Mornington		3,844	7	..	..	..	1	..	2	3	0.78	..
North-east Valley		3,425	11	1	..	1	1	..	..	3	0.88	..
Roslyn		4,018	5	..	..	..	..	..	..	..	..	..
St. Kilda		1,197	3	1	..	1	..	..	..	2	1.67	..
South Dunedin		4,559	6	..	..	..	..	..	1	1	0.22	..
West Harbour	1,385	4	..	..	..	..	..	..	..	..	..
Totals Dunedin and suburbs .. .. .	..	48,476	92	3	1	8	2	1	9	24	0.50	..	

* The remaining suburbs do not lie within borough boundaries, and particulars respecting them have not been obtained for the Vital Statistics.

Deaths occurring at hospitals, of persons not residents of the borough wherein the hospital is situated, have been allotted in each case to the borough where the disease was contracted, and not to that in which the death actually took place.

The total births in the above boroughs amounted to 343, against 400 in October, a decrease of 57. The deaths in November were 130, a decrease of 22 on the number in October. Of the total deaths, males contributed 80; females, 50. Thirty-nine of the deaths were of children under 5 years of age, being 30.00 per cent. of the whole number: 27 of these were under 1 year of age. There were 26 deaths of persons of 65 years and upwards: Seven men of 65, 71, 75 (two), 79, 86, and 87, and three women of 78, 81, and 85, died at Auckland; two men of 67 and 74, and one woman of 66, at Wellington; five men of 70, 71, 77, and 79 (two), and three women of 67 (two) and 70, at Christchurch; three men of 65, 73, and 78, and two women of 69 and 74, at Dunedin.

THE following Table shows the Causes of the Deaths of Persons of both Sexes under 5 Years of Age and 5 Years and upwards, and the Proportions per Cent. of Deaths from each Cause, in the Boroughs above given registered during the Month of November, 1894.

CLASSES.	CAUSES OF DEATH.	AUCKLAND AND SUBURBAN BOROUGHES.		WELLINGTON AND SUBURBAN BOROUGHES.		CHRISTCHURCH AND SUBURBAN BOROUGHES.		DUNEDIN AND SUBURBAN BOROUGHES.		TOTAL.	PROPORTIONS PER CENT.
		Under 5 Years.	5 Years & over.	Under 5 Years.	5 Years & over.	Under 5 Years.	5 Years & over.	Under 5 Years.	5 Years & over.		
I.	Specific Febrile or Zymotic Diseases	5	3	..	2	1	1	3	..	15	11.54
II.	Parasitic Diseases ..	..	..	..	..	..	..	..	..	..	..
III.	Dietetic Diseases ..	..	..	..	..	..	..	..	..	..	..
IV.	Constitutional Diseases	..	5	4	6	..	5	..	6	26	20.00
V.	Developmental Diseases	..	2	3	..	1	1	2	..	9	6.92
VI.	Local Diseases ..	3	12	6	14	3	17	2	11	68	52.31
VII.	Violence ..	1	2	..	4	1	..	..	..	8	6.15
VIII.	Ill-defined and Not-specified Causes	2	..	..	..	2	..	..	..	4	3.08
	Totals ..	11	24	13	26	8	24	7	17	130	100.00

	AUCKLAND AND SUBURBAN BOROUGH.		WELLINGTON AND SUBURBAN BOROUGH.		CHRISTCHURCH AND SUBURBAN BOROUGH.		DUNEDIN AND SUBURBAN BOROUGH.		TOTAL.	
	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.		
CLASS I.—SPECIFIC FEBRILE OR ZYMOTIC DISEASES.										
ORDER 1:—										
<i>Miasmatic,—</i>										
Whooping-cough	4	..	..	..	1	..	..	..	5
Diphtheria	1	..	1	..	..	..	..	2	
ORDER 2:—										
<i>Diarrhœal,—</i>										
Diarrhœa	1	..	..	..	..	..	2	..	3
ORDER 5:—										
<i>Venereal,—</i>										
Congenital Syphilis	1	..	1	
Stricture of Urethra	1	..	..	..	..	1	
ORDER 6:—										
<i>Septic,—</i>										
Erysipelas	1	..	..	1	
Pyæmia	1	..	..	..	..	..	..	1	
Puerperal Fever	1	..	..	..	..	..	..	1	
CLASS IV.—CONSTITUTIONAL DISEASES.										
Rheumatism	1	..	..	..	..	..	..	1	
Cancer	1	..	4	..	..	..	1	6	
Tabes Mesenterica	1	..	..	..	..	..	1	
Tubercular Meningitis	2	..	..	..	..	..	2	
Phthisis	3	..	2	..	5	..	4	14	
Tuberculosis	1	1	
Purpura	1	..	..	..	..	..	1	
CLASS V.—DEVELOPMENTAL DISEASES.										
Premature Birth	3	..	1	..	2	..	6	
Old Age	2	..	..	..	1	..	..	3	
CLASS VI.—LOCAL DISEASES.										
ORDER 1:—										
<i>Diseases of Nervous System,—</i>										
Meningitis	1	1	1	..	..	..	..	1	4
Apoplexy	1	..	..	..	3	4	
Softening of Brain	1	..	..	..	..	..	..	1	
Paralysis	1	1	
Insanity	1	..	..	..	..	1	
Convulsions	1	..	..	..	..	..	1	
Spinal Disease	1	..	..	..	..	1	
ORDER 3:—										
<i>Diseases of Circulatory System,—</i>										
Heart-disease	2	..	4	..	5	..	1	12	
Hypertrophy of Heart	1	..	..	1	
Failure of Heart	2	..	1	..	..	3	
Embolism	1	1	
Dilated Heart	1	..	..	1	
ORDER 4:—										
<i>Diseases of Respiratory System,—</i>										
Laryngitis	1	..	..	..	1	
Croup	2	..	..	..	..	..	..	..	2
Bronchitis	1	1	..	..	1	1	..	4	
Pneumonia	2	3	2	..	..	1	..	8	
Pleurisy	2	..	..	2	
Congestion of Lungs	1	1	..	..	2	
ORDER 5:—										
<i>Diseases of Digestive System,—</i>										
Teething	1	..	..	..	1	
Dyspepsia	1	1	
Incurable Vomiting	1	..	..	1	
Gastric Ulcer	1	1	
Inflammation of Bowels	1	..	..	1	
Perforation of Bowels	1	1	
Obstruction of Bowels	1	..	..	..	1	..	..	2	
Cirrhosis of Liver	1	..	..	..	..	..	..	1	
Abscess of Liver	1	..	..	1	
Enlargement of, Disease of Liver	2	..	..	..	..	..	..	2	
ORDER 7:—										
<i>Diseases of Urinary System,—</i>										
Bright's Disease	1	..	3	..	..	..	..	4	
Kidney Disease (undescribed)	1	1	
ORDER 8:—										
<i>Diseases of Reproductive System,—</i>										
Ovarian Tumour	1	..	..	1	

	AUCKLAND AND SUBURBAN BOROUGHES.		WELLINGTON AND SUBURBAN BOROUGHES.		CHRISTCHURCH AND SUBURBAN BOROUGHES.		DUNEDIN AND SUBURBAN BOROUGHES.		TOTAL.
	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	
CLASS VII.—VIOLENCE.									
ORDER 1:—									
<i>Accident or Negligence.</i> —									
Fell and hurt his side .. ..	..	1	..	..	..	..	..	..	1
Fell from horse .. ..	..	..	..	1	..	..	..	..	1
Poisoned	1	..	..	..	..	..	..	..	1
Drowned .. ..	..	..	..	3	..	..	..	..	3
Difficult birth .. ..	..	..	..	..	1	..	..	..	1
ORDER 3:—									
<i>Suicide.</i> —									
By Hanging (temporary insanity) ..	..	1	..	..	..	..	..	..	1
CLASS VIII.—ILL-DEFINED AND NOT-SPECIFIED CAUSES.									
Marasmus, &c.	2	..	..	..	2	..	..	..	4
Totals	11	24	13	26	8	24	7	17	130

It has been remarked that the vital statistics of the four chief centres of population as given in the monthly reports prior to March last were deficient in a most important particular—*i.e.*, that in striking the death-rates the suburbs were not represented and dealt with in the same way as the cities. It is, no doubt, important to show the mortality in the suburbs, and a suburban death-rate may vary considerably from that of the centre in any case. For, in the first place, the centre and the suburbs may differ in the matter of sanitation, &c.; and, moreover, when the area occupied by a city is largely taken up with shops and warehouses, the population will, as time advances, include more and more caretakers, and fewer families with young children. The suburbs, on the other hand, will include many of these last. The death-rates will vary accordingly, apart from matters relating to sanitary condition, but perhaps not so much so as might at first be thought likely, because with a high birth-rate in the suburbs there are sure to be many deaths of infants and very young children to raise the death-rate; and in a centre occupied by a population including many persons at the higher ages the death-rate may be also disproportionately increased.

In the first table the deaths and death-rates are given for each city, for its suburban boroughs, and for the city including the suburban towns. With regard to Auckland and Christchurch, the whole of what are usually considered the suburbs has not yet municipal government, and the vital statistics do not deal with the portions which still remain in the road districts. But the omission is not very important, for there are quite enough suburbs included in borough boundaries in either case to give a fair idea of the death-rate of Greater Auckland and Greater Christchurch. As further boroughs are formed the vital statistics will be made to include them.

It will be seen that by including the suburban boroughs the death-rate for last month is lowered at Auckland, Wellington, and Christchurch, while it remains the same at Dunedin. The rates for November are,—

	Death-rate per 1,000 of Population.
Auckland City	0·96
" and five suburban boroughs	0·82
Wellington City	1·03
" and three suburban boroughs	1·02
Christchurch City	0·86
" and four suburban boroughs	0·77
Dunedin City	0·50
" and eight suburban boroughs	0·50

Including suburbs, the rate at Wellington is the highest and that of Dunedin the lowest.

Specific Febrile and Zymotic Diseases.—The number of deaths at the four chief cities with their suburbs during November was 15, against 13 in October, 18 in September, and 25 in August. Whooping-cough was again the most fatal complaint, the total deaths being 5 (4 at Auckland and 1 at Christchurch). The mortality from influenza in the four centres—which included 10 deaths in August, 5 in September, and 2 in October—ceased altogether in November. Diphtheria is observed as the cause of 2 deaths last month—1 at Auckland and 1 at Wellington. The deaths from diarrhoeal complaints are only 3—1 at Auckland and 2 at Dunedin. The remaining deaths comprise 2 venereal—a child under five years from congenital syphilis, and one adult from stricture of the urethra; besides 3 septic—from erysipelas, pyæmia, and puerperal fever.

Constitutional Diseases.—The very heavy mortality found in October (49 deaths) is not repeated in November, during which month the deaths numbered 26 only. Deaths by phthisis fell last month from 23 to 14, and deaths from cancer from 15 to 6. The locality of the cancer was specified in every case. In 3 the seat of cancer was the liver, in 1 the stomach, and in 2 cases the womb.

Local Diseases.—The total number of deaths was 68, of which 19 were from diseases of the respiratory system; pneumonia, 8; bronchitis, 4; croup, 2; pleurisy, 2; congestion of the lungs, 2; and laryngitis, 1. Deaths from diseases of the circulatory system numbered 18; of nervous system, 13; of digestive system, 12; urinary system, 5 (4 Bright's disease); and of reproductive system, 1.

Violent Deaths.—There were 8 altogether. Of 7 accidental, 3 were by drowning, 2 by fall, 1 from poison, and 1 a difficult birth. There was 1 suicide, by hanging.

The subjoined table shows the mortality for the last two months at each of the four centres from six principal specific febrile or zymotic diseases, and also the deaths from certain inflammatory diseases of the lungs. These causes of death have been distinguished from the others of the classes to which they belong as being the most important special diseases which give rise to sudden increases in the death-rates of towns, and the prevalence of which is closely connected with sanitary condition and climatic influence of the season on health.

TOWNS.	SIX PRINCIPAL SPECIFIC FEBRILE OR ZYMOTIC DISEASES.												PRINCIPAL LUNG-DISEASES.							
	Measles.		Scarlet Fever.		Typhoid and other Fever.		Diphtheria.		Whooping-cough.		Diarrhoeal Diseases.		Bronchitis.		Pleurisy.		Pneumonia.		Congestion of Lungs.	
	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.	Nov.	Oct.
Auckland and suburban boroughs	1	..	..	1	..	4	1	1	..	1	1	..	..	2	2	..	..
Wellington and suburban boroughs	1	1	..	..	..	..	1	1	..	..	5	3	..	..
Christchurch and suburban boroughs	1	3	..	..	1	1	2	..	..	3	2	..
Dunedin and suburban boroughs	1	..	1	2	..	1	1	..	..	1	4	..	..
Totals	1	..	..	2	2	5	5	3	..	4	4	2	..	8	12	2	..

Registrar-General's Office,
Wellington, 7th December, 1894.

E. J. VON DADELSZEN,
Registrar-General.

PROVISIONAL METEOROLOGICAL RETURN FOR NOVEMBER, 1894.

	AUCKLAND.	WELLINGTON.	LINCOLN, CANTERBURY.	DUNEDIN.
Mean Temperature in shade for month* Average same month previous years* ...	60.6 60.5	57.5 56.5	56.3 55.9	54.3 52.6
Maximum Temperature in shade, and date*	73.0 on 3rd	70.0 on 1st	77.4 on 25th	75.0 on 24th
Minimum Temperature in shade, and date*	48.0 on 14th	42.0 on 26th	39.0 on 23rd	36.0 on 28th
Maximum Solar Radiation, and date* ..	140.0 on 3rd	142.0 on 1st	141.0 on 10th	132.0 on 24th
Minimum Terrestrial Radiation, and date*	46.0 on 14th	29.0 on 26th	32.8 on 6th	32.0 on 14th
Mean Humidity (Saturation = 100) ..	76	76	67	69
Average same month previous years ...	72	71	74	73
Total Rainfall, in inches ..	5.660	4.135	2.339	4.378
Average same month previous years ...	2.757	4.166	2.186	2.732
Number of Days of Rain ..	17	14	12	11
Average same month previous years ...	14	10	8	12

* Fahrenheit.

NOTE.—This table is prepared from unchecked averages, transmitted by telegraph in anticipation of the full returns, and must not be entirely relied on for compiling Meteorological Statistics.

Meteorological Office, Wellington, 8th December, 1894.

JAMES HECTOR,
Director.

RETURN of the Number of Births, with the Actual Mortality of Males and Females, and the Proportion of Deaths to Population, in the under-mentioned Boroughs, during the Month of November, 1894.

BOROUGHS.	ESTIMATED POPULATION OF BOROUGHS, 1ST JANUARY, 1894.	TOTAL BIRTHS IN BOROUGHS.	DEATHS IN BOROUGHS REGISTERED IN NOVEMBER, 1894.									Proportion of Deaths to the 1,000 of Population, November, 1894.	Proportion of Deaths to the 1,000 of Population in the Year 1893.
			Males.			Females.			Total Deaths.				
			Under 1 Year.	1 & under 5 Years.	5 Years and over.	Under 1 Year.	1 & under 5 Years.	5 Years and over.					
Thames	4,679	14	2	1	..	1	4	0.85	17.01		
New Plymouth	3,580	18	..	..	1	..	..	1	0.28	15.67
Napier	9,061	30	..	..	7	1	..	9	0.99	15.45	
Wanganui	5,423	8	..	..	1	..	..	3	0.55	11.81
Palmerston North	5,730	21	..	..	1	..	..	2	0.35	9.72
Blenheim	3,245	17	..	..	4	..	..	4	1.23	16.29
Nelson	6,708	9	..	..	6	..	..	3	1.34	13.00
Greymouth	3,780	5	..	..	3	..	..	3	0.79	8.51
Hokitika	2,120	6	..	..	2	1	..	4	1.89	20.52	
Lyttelton	4,014	11	..	..	1	1	..	2	0.50	13.78	
Timaru	3,363	7	..	..	1	..	..	2	0.59	12.17
Oamaru	5,592	15	1	..	4	1	..	8	1.43	11.00			
Invercargill	5,600*	13	..	..	1	..	..	2	0.36	12.09

* The population of Invercargill and suburbs was, at the census taken in April, 1891, 8,551 persons.

Bankruptcy Notices.

In Bankruptcy.—In the Supreme Court, holden at Auckland.

NOTICE is hereby given that WILLIAM WARNER ANDERSON, of Aratapu, Carpenter, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at Mr. D. Stewart's store, Helensville, on the 10th day of December, 1894, at 11 o'clock.

J. LAWSON,
3rd December, 1894. Official Assignee.

In Bankruptcy.—In the District Court, holden at New Plymouth.

NOTICE is hereby given that JAMES KNIGHT VAIL, of Inglewood, Tailor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 14th day of December, 1894, at 2 o'clock.

ROBT. G. BAUCHOPE,
Deputy Official Assignee.
New Plymouth, 3rd December, 1894.

In Bankruptcy.—In the District Court, holden at New Plymouth.

NOTICE is hereby given that CHRISTIAN MARTIN SORESEN, of New Plymouth, Storekeeper, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 17th day of December, 1894, at 2 o'clock.

ROBT. G. BAUCHOPE,
Deputy Official Assignee.
New Plymouth, 6th December, 1894.

In Bankruptcy.

In the estate of OSWALD STEPHENSON, of Riverdale, Dairy-factory Manager.

A FIRST dividend, of 7s. 6d. in the pound, on all proved and admitted claims, is now payable at my office.

C. A. BUDGE,
Deputy Official Assignee.
Hawera, 5th December, 1894.

In Bankruptcy.—In the District Court, holden at Wanganui.

NOTICE is hereby given that CHARLES CAMERON, of Wangaehu Valley, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 18th day of December, 1894, at 2.30 o'clock p.m.

JOHN NOTMAN,
Deputy Official Assignee.
Wanganui, 10th December, 1894.

In Bankruptcy.—In the District Court of Wanganui, holden at Palmerston North.

NOTICE is hereby given that CHARLES WILLIAM FINDLAY, of Palmerston North, Bootmaker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 14th day of December, 1894, at 2.30 o'clock.

G. J. SCOTT,
Deputy Official Assignee.
Palmerston North, 3rd December, 1894.

In Bankruptcy.—In the District Court of Wanganui, holden at Palmerston North.

NOTICE is hereby given that SAMUEL CHAMBERLAIN, of Palmerston North, Boardinghouse-keeper, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 14th day of December, 1894, at 3.30 o'clock.

G. J. SCOTT,
Deputy Official Assignee.
Palmerston North, 5th December, 1894.

In Bankruptcy.—In the District Court of Wanganui, holden at Palmerston North.

NOTICE is hereby given that THOMAS MACKWOOD JACKSON, of Birmingham, was this day adjudged bankrupt on creditors' petition; and I hereby summon a meeting of creditors, to be holden at the Courthouse, Feilding, on the 17th day of December, 1894, at 3.30 o'clock.

G. J. SCOTT,
Deputy Official Assignee.
Palmerston North, 5th December, 1894.

In Bankruptcy.—In the District Court of Wanganui, holden at Palmerston North.

NOTICE is hereby given that ROBERT WHILEY, of Manukau, Sawmiller, was this day adjudged bankrupt on creditors' petition; and I hereby summon a meeting of creditors, to be holden at my office, on the 20th day of December, 1894.

G. J. SCOTT,
Deputy Official Assignee.
Palmerston North, 10th December, 1894.

In Bankruptcy.—In the Supreme Court, holden at Wellington.

NOTICE is hereby given that GARROD ORSBORN, of Wellington, Milkman, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Friday, the 14th day of December, 1894, at 11 o'clock.

JAMES ASHCROFT,
Official Assignee.
Wellington, 7th December, 1894.

In Bankruptcy.

NOTICE is hereby given that dividends are now payable on all proved claims in the under-mentioned estates:—
Haggett and Percy: Second and final dividend, of 3s. 7d. in the pound.

Felix Voiccekovsky: First and final, of 3s. in the pound.
JAMES ASHCROFT,
Official Assignee.

Wellington, 7th December, 1894.

In Bankruptcy.—In the Nelson District Court, holden at Nelson.

NOTICE is hereby given that ARTHUR PHILIP THOMAS VERCOE, of Nelson, Bootmaker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, at Nelson, on Wednesday, the 12th day of December, 1894, at 3 o'clock p.m.

A. A. SCAIFE,
Deputy Official Assignee.
Nelson, 5th December, 1894.

In Bankruptcy.—In the District Court of Westland, holden at Greymouth.

NOTICE is hereby given that NICHOLAS THOMAS, of Cobden, Miner, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 8th day of December, 1894, at 10 o'clock.

ROBT. WM. RUSSELL,
Deputy Official Assignee.
Greymouth, 5th December, 1894.

In Bankruptcy.

In the estate of HENRY CAMPBELL, of Hokitika, Coach-driver.

A FIRST and final dividend, at the rate of 3 $\frac{3}{4}$ d. in the pound, on all proved claims is now payable at my office, Wharf Street, Hokitika.

R. W. WADE,
Deputy Official Assignee.
8th December, 1894.

In Bankruptcy.—In the Supreme Court, holden at Christchurch.

NOTICE is hereby given that HENRY BROUN MURRAY, of Christchurch, Confectioner, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 18th day of December, 1894, at 2 o'clock.

G. L. GREENWOOD,
Official Assignee.
10th December, 1894.

In Bankruptcy.—In the Supreme Court, holden at Christchurch.

NOTICE is hereby given that JAMES HARRIS BRETT, of Fendalton, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on the 19th day of December, 1894, at 11 o'clock.

G. L. GREENWOOD,
Official Assignee.
11th December, 1894.

In Bankruptcy.—In the Supreme Court, holden at Dunedin.

No. 90.

NOTICE is hereby given that HENRY KIRBY, of Kaitangata, Baker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Wednesday, the 12th day of December, 1894, at 11 o'clock.

C. C. GRAHAM,
Official Assignee.

Dunedin, 5th December, 1894.

In Bankruptcy.—In the District Court, holden at Lawrence.

NOTICE is hereby given that ROBERT McDOWELL, of Wendonside, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at Mr. Valentine's office, Riversdale, on the 12th day of December, 1894, at 4 o'clock.

R. PILLING, JUN.,
Deputy Official Assignee.

Lawrence, 6th December, 1894.

In Bankruptcy.—In the District Court, holden at Invercargill.

NOTICE is hereby given that WILLIAM SMITH, of Mataura, Contractor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at the Courthouse, Gore, on the 13th day of December, 1894, at 2 o'clock.

CHARLES ROUT,
Official Assignee.

Invercargill, 6th December, 1894.

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, 1885," unless caveat be lodged forbidding the same within one month from the date of the *Gazette* containing this notice.

3120. LAURENCE DAVID NATHAN and NATHAN ALFRED NATHAN.—Allotments 7, 7A, 9A; Lots 1, 2, 3, 5, 6, 7, 8, 9, 10, and 11 of the subdivision of Allotments 9, 10, 11, and 12; Lot 2 of the subdivision of Allotments 6 and 6A; and parts of Allotment 14; all in Section 7 of the City of Auckland; containing 1 acre 2 roods 34½ perches. In Applicant's occupation.

3131. JAMES HAMLYN GREENWAY.—Te Ruatahi No. 3 Block, No. 314c, situated in the Opuawhanga Survey District, containing 847 acres 1 rood 14 perches. In Applicant's occupation.

3138. MARY McLEAN SANKEY.—Part of Allotment 13, Section 8, Suburbs of Auckland, containing 1 acre 2 roods 13 perches. In the occupation of tenants.

3143. HENRY JAMES BORYER.—Allotments 62 and 82, Parish of Puhoi, containing 170 acres 2 roods 8 perches. In Applicant's occupation.

3147. GEORGE SWARTZ KISSLING and HERBERT MAUNSELL.—Allotment 30 and part of Allotment 31A, Section 3, Suburbs of Auckland, containing 3 acres 1 rood 34 perches. In the occupation of James Gannon.

Diagrams may be inspected at this office.
Dated this 8th day of December, 1894, at the Lands Registry Office, Auckland.

EDWIN BAMFORD,
District Land Registrar.

638

LEASE No. 1144, of Allotment No. 1, Section 1, Town of Opotiki, from ARTHUR JOHN PARKINSON to EDWARD LOUIS SMITH.—The lessor having re-entered for non-payment of rent, it is my intention to notify such re-entry upon the Register at the expiration of one month from the date of the *Gazette* containing this notice.

Dated this 5th day of December, 1894, at the Lands Registry Office, Auckland.

EDWIN BAMFORD,
District Land Registrar.

637

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same on or before the 14th day of January, 1895.

2449. DAVID DICK (the younger).—595 acres 1 rood, Sections 4, 17, and part of Section 8, Lowry Bay District, and parts of Sections 1 and 3, Wainuiomata District. In occupation of Applicant and David Dick (senior).

2452. WILLIAM YOUNG and CORNELIUS BURNETT.—2 acres, Lots 20, 21, and 32 of Section 20, right bank of Wanganui River. In occupation of Robert Taylor Davis.

Diagrams may be inspected at this office.

Dated this 12th day of December, 1894, at the Lands Registry Office, Wellington.

J. W. SHAW,
Deputy District Land Registrar.

642

NOTICE is hereby given that the parcel of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," unless caveat be lodged forbidding the same within one month from the date of the *Gazette* containing this notice.

1258. THOMAS CHAPMAN, of Mount Palm Station, Sheep-farmer.—86 acres and 12 perches, parts of Sections 85, 86, 87, and 200, Square 88, Amuri. In occupation of Applicant.

Diagrams may be inspected at this office.

Dated this 10th day of December, 1894, at the Lands Registry Office, Nelson.

H. W. ROBINSON,
District Land Registrar.

644

APPLICATION having been made to me for the issue of a provisional certificate of title, whereof CALEB SMALL, of Riverton, Sawmiller, is the registered proprietor, for part of Section 7, Block I., Jacob's River Hundred, being the land comprised in Register-book, Vol. xxviii., folio 176, and evidence having been lodged as to the loss of the original certificate, I give notice that I will issue the provisional certificate, as requested, unless a caveat be lodged forbidding the same within fourteen days from the date of the gazetting of this notice.

Dated at the Lands Registry Office, Invercargill, this 7th day of December, 1894.

F. G. MORGAN,
District Land Registrar.

643

Private Advertisements.

I HEREBY give notice that I have dissolved any Partnership connection that has for a short time previously existed between myself (the undersigned) and E. C. DE BAUGH, carrying on business at Feilding under the style or firm of "De Baugh, Hayne, and Co.," as Commission Agents; and that in future I shall conduct an Agency Business at the same place on my own account.

Dated this 6th day of December, 1894.

636

A. R. N. HAYNE.

NOTICE is hereby given that the Partnership which has for some time past been carried on by JOHN ROBERT McMILLAN and WILLIAM BARNARD RHODES, under the firm of "McMillan, Rhodes, and Co.," at Foxton, in the Provincial District of Wellington, in the trade or business of Drapers, General Storekeepers, Agents, and Auctioneers, has been dissolved by mutual consent as from the 1st day of November instant.

As witness our hands, this 24th day of November, 1894.

JOHN ROBERT McMILLAN,
WILLIAM BARNARD RHODES.

Witness to the signatures of John Robert McMillan and William Barnard Rhodes—J. T. Ray, Solicitor, Foxton. 641

THE MANUKAU TIMBER COMPANY (LIMITED).

In the matter of the Manukau Timber Company (Limited); and in the matter of "The Companies Act, 1882," and amendments.

AT an extraordinary general meeting of the members of the above-named company, duly convened, and held at the office of the said company, No. 14, Palmerston Buildings, Queen Street, Auckland, New Zealand, on Friday, the 30th day of November, 1894, the following extraordinary resolution was duly passed:—

"1. That at this meeting of members of the Manukau Timber Company (Limited), duly convened, it has been proved to our satisfaction that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that such company be wound up voluntarily.

"2. That Mr. William Forsdick be appointed Liquidator."

Dated this 6th day of December, 1894.

640

W. H. COLBECK, Chairman.

In the matter of the Hawke's Bay Industrial and Provident Co-operative Society (Limited).

AT a special extraordinary general meeting of the above-named society, duly convened, and held at the Gaiety Theatre, Dickens Street, Napier, on Friday, the 16th day of November, 1894, the following special resolution was duly passed; and at a subsequent special extraordinary general meeting of the above-named society, also duly convened, and held at the same place, on Tuesday, the 4th day of December, 1894, the following resolution was duly confirmed:—

RESOLUTION.

"That this society be wound up voluntarily, and that John Roberts, of Napier, Accountant, be and he is hereby appointed Liquidator for the purposes of such winding-up."

Dated 5th December, 1894.

EDMD. HALLAM, Chairman.
JOHN ROBERTS, Secretary.

639

In the matter of "The Foreign Companies Act, 1884," and its amendments.

NOTICE is hereby given that the office of the New Zealand Jubilee Syndicate (Limited), where legal proceedings of any kind may be served upon it, and to which notices of any kind may be addressed or given, is situate at my residence, Walters Street, Shortland, Thames, in the Provincial District of Auckland.

Dated this 17th day of November, 1894.

ED. KERSEY COOPER,
Attorney for the said Company.

614

NELSON SAVINGS-BANK.

NOTICE is hereby given that the rate of interest upon deposits with this bank will be reduced to 4 per cent. on and after the 1st day of January, 1895.

Dated at Nelson, this 27th day of September, 1894.

H. EDWARDS,
Vice-President.

529

NEW ZEALAND GOVERNMENT PUBLICATIONS.

THE following Works, published under the authority of the Government, are now on sale at the Stationery Department, Wellington, and will be transmitted post-free at the published price to any address in the colony, or to any place within a British possession:—

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G

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SAMUEL COSTALL,
Government Printer.

Wellington, 4th October, 1894.

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