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Lands taken for Extension of Waterworks at Karori, Blocks VI and X, Port Nicholson Survey District.

(L.S.)

PLUNKET, Governor.

A PROCLAMATION.

WHEREAS the lands mentioned in the Schedule hereto are required to be taken, under "The Public Works Act, 1905," for a certain work, to wit, the extension of waterworks at Karori:

And whereas the Council of the City of Wellington has laid before the Governor a memorial, accompanied by a map, and also the statutory declaration, as required by the said Act:

Now, therefore, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities in me vested by "The Public Works Act, 1905," and "The Municipal Corporations Act, 1900," and of every other power and authority in anywise enabling me in that behalf, do hereby proclaim and declare that, from and after the date of the publication hereof in the *New Zealand Gazette*, the lands mentioned in the Schedule hereto are hereby taken for extension of waterworks at Karori, and shall vest in the Mayor, Councillors, and Citizens of the City of Wellington.

SCHEDULE.

Approximate Area of Land required to be taken.	Being Portion of Section	Situated in Block	Situated in Survey District of	Situated in Deeds Registration District of	Shown on Plan	Coloured on Plan
A. R. P.						
38 2 25	2	VI	Port Nicholson	Upper Kaiwarra	R. 7372	Red.
19 0 3	2	"	"	"	"	Blue.
47 3 4.8	9	"	"	"	"	"
22 3 17.6	10	X	"	"	"	"
26 0 32	11	"	"	"	"	"
5 3 32	92	"	"	Terawhiti	"	"
3 2 19.2	69	"	"	"	"	"
29 1 1	7	"	"	Upper Kaiwarra	"	"
302 2 35	3, 4, 5, 6	"	"	"	"	Green.
8 0 10	1	VI	"	"	"	Red.
2 0 32	1	"	"	"	"	Blue.

All in the Wellington Land District; as the same are more particularly delineated on the plan marked and coloured as above noted, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this first day of June, in the year of our Lord one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.

GOD SAVE THE KING!

ERRATUM.—In Proclamation dated 23rd June, 1905, published in the *New Zealand Gazette* No. 60, pages 1536-7, taking and closing roads in Section 6, Evans Bay District, City of Wellington, for "16.19 perches, Section 628A, Lot 15," read "Section 628A and Reserve D, Lot 15."

Land in Block VIII, Paritutu Survey District, taken for Scenic Purposes, and for a Road.

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

WHEREAS the land mentioned in the Schedule hereto is required to be taken, under "The Public Works Act, 1905," and "The Scenery Preservation Act, 1903," for scenic purposes, and for a road:

And whereas all conditions precedent required by law to be observed and performed prior to the taking of such land for the purposes hereinbefore specified have been observed and performed:

Now, therefore, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities in me vested by "The Public Works Act, 1905," and "The Scenery Preservation Act, 1903," and of every other power and authority in anywise enabling me in this behalf, do hereby proclaim and declare that the land mentioned in the Schedule hereto is hereby taken for scenic purposes, and for a road, as aforesaid. And it is hereby declared that this Proclamation shall take effect on and after the eighth day of June, one thousand nine hundred and six.

SCHEDULE.

The parcels of land mentioned hereunder:—

Approximate Area of each of the Parcels of Land taken.	Being	Situated in Block No.	Situated in the Survey District of
A. R. P. 50 0 0	FOR SCENIC PURPOSES. Subdivision No. 1 of part of Native Reserve No. 5	VIII	Paritutu.
0 2 21·8	FOR A ROAD. Part of Section 477 ..	VIII	Paritutu.

All in the Land District of Taranaki; as the same are more particularly delineated on the plan marked P.W.D. 21784, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured red and green.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this twenty-ninth day of May, in the year of our Lord one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.
GOD SAVE THE KING!

Land taken for a Road through Part Section 34, Block XI, Kaipara Survey District, Kaukapakapa Parish, Waitemata County.

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

IN pursuance and in exercise of the powers conferred by section thirteen of "The Land Act, 1892," and its amendments, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, with the consent of the owner of the land hereinafter mentioned, and with the consent of the Waitemata County Council, being the local authority in whose district the said land is situated, do by this notice hereby proclaim as taken for a road the land in Waitemata County hereinafter described, that is to say,—

SCHEDULE.

Approximate Area of Land taken.	Being Portion of Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 1 6	S.W. 34, Kaukapakapa Ph.	XI	Kaipara	R. 7757	Red.

In the Auckland Land District; as the same is more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this first day of June, in the year of our Lord one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.
GOD SAVE THE KING!

Lands proclaimed as a Road, and Road closed, in Block X, Huiroa Survey District, Manganui Road District.

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

IN pursuance and in exercise of the powers conferred by section thirteen of "The Land Act, 1892," and its amendments, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby, with the consent of the owners and of the mortgagee of the lands mentioned in the First Schedule hereto, and of the Manganui Road Board, being the local authority in whose district the said lands are situated, proclaim as a road the lands in Huiroa Survey District described in the First Schedule hereto; and also do hereby, with the like consents as aforesaid, proclaim as closed the road described in the Second Schedule hereto, which is not required by reason of the road first hereinbefore proclaimed.

FIRST SCHEDULE.

LANDS PROCLAIMED AS A ROAD.

Approximate Area of Lands hereby proclaimed as a Road.	Being Portion of Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 2 2 15	50	X	Huiroa ..	R. 6653	Red.
2 1 28	35	"	" ..	"	"
0 1 7	50	"	" ..	"	"

SECOND SCHEDULE.

ROAD CLOSED.

Approximate Area of Road hereby closed.	Being Frontage of Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 3 0 37	50	X	Huiroa ..	R. 6653	Green.
2 0 11	50	"	" ..	"	"
1 0 8	50	"	" ..	"	"
0 2 20	50	"	" ..	"	"

All in the Taranaki Land District; as the same are more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this first day of June, in the year of our Lord one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.
GOD SAVE THE KING!

Lands proclaimed as a Road, and Road closed, in Block VII, Waitapu Survey District and Village of Clifton, Takaka County.

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

IN pursuance and in exercise of the powers conferred by section thirteen of "The Land Act, 1892," and its amendments, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby, with the consent of the owners and lessees of the lands mentioned in the First Schedule hereto, and of the Takaka County Council, being the local authority in whose district the said lands are situated, proclaim as a road the lands in Waitapu Survey District and Village of Clifton described in the First Schedule hereto; and also do hereby, with the like consents as aforesaid, proclaim as closed the road described in the Second Schedule hereto, which is not required by reason of the road first hereinbefore proclaimed.

FIRST SCHEDULE.

LANDS PROCLAIMED AS A ROAD.

Approximate Area of Lands hereby proclaimed as a Road.	Being Portion of Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 1 26	1, Village of Clifton	VII	Waitapu	R. 7565	Pink
0 0 0.4	4, Village of Clifton	"	"	"	Blue
0 0 27.5	153	"	"	"	Pink
0 2 4	104	"	"	"	"
1 3 26	104	"	"	"	"
1 1 8	1	"	"	"	"
0 3 14.5	7, Village of Clifton	"	"	"	"
0 0 12	6, Village of Clifton	"	"	"	"
0 3 11	3, Village of Clifton	"	"	"	"
0 1 22	2, Village of Clifton	"	"	"	"

SECOND SCHEDULE.

ROAD CLOSED.

Approximate Area of Road hereby closed.	Passing through Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 2 0 39	104	VII	Waitapu	R. 7565	Green
0 1 11	104	"	"	"	"
0 0 18.8	Part road	"	"	"	"
0 2 6	Carlyle St.	"	"	"	"
4 2 4	"	"	"	"	"
0 0 32.4	Picket St.	"	"	"	"
0 1 15	"	"	"	"	"
1 2 2	Selwyn St.	"	"	"	"

All in the Nelson Land District; as the same are more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this first day of June, in the year of our Lord one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.

GOD SAVE THE KING!

Lands set apart for State Forest Purposes in the Land District of Auckland.

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

BY virtue and in exercise of the powers and authorities vested in me by "The New Zealand State Forests Act, 1885," and of every other power and authority enabling me in that behalf, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, do hereby set apart the forest lands described in the Schedule hereto, forming part of the Crown lands in New Zealand, as and for State forests within the provisions of the said Act.

SCHEDULE.

ALL that area in the Auckland Land District, containing by admeasurement 1,292 acres, more or less, situated in Block II, Whangaroa Survey District. Bounded towards the north by Sections Nos. 9 and 5, Block II, Whangaroa Survey District, and by a right line in continuation of the southern boundary-line of the last-mentioned section to the western boundary-line of the Taupo Native Reserve; towards the east by the said Taupo Native Reserve, and by a branch of the Wairakau River to the northern boundary-line of Block VI of the said district; towards the south by the last-mentioned boundary-line; and towards the west by the western boundary-line of Block II of the said district: as the same is delineated in the plan marked L. and S. 55239, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 4,160 acres, more or less, situated in Blocks IX and XIII, Takahue Survey District. Bounded towards the north by Section No. 2 of Block IX, Takahue Survey District, 3500 links and 4200 links; towards the east by Section No. 9 of Block XIV of the said district, and by Section No. 2 of Block XIII of the said district; towards the south by Section No. 1A of Block XIII aforesaid; again towards the east by the said Section No. 1A and Section No. 1 of the said Block XIII; towards the south by Section No. 15 of Block VII of the said district, the abutment of a road, by Section No. 49 of the said Block VII, and by a right line in continuation of the northern boundary-line of the last-mentioned section to the north-east boundary-line of the Manukau Block; towards the south-west by the last-named boundary-line in a north-westerly direction a distance of 2000 links; thence towards the west by a right line due north a distance of 400 links; and thence towards the north-west by a right line in a north-easterly direction a distance of 32500 links to the south-western boundary-line of Section No. 2 first mentioned: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239A, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 8,243 acres, more or less, situated in Blocks XII, XV, and XVI, Takahue Survey District, and Blocks IX and XIII, Maungataniwha Survey District. Bounded towards the north and towards the west by Section No. 150 of the Parish of Maungataniwha; again towards the north by Section No. 146 of the said parish; towards the east by Section No. 147 of the said parish to its southernmost corner; towards the north-east by a right line from the said corner to the westernmost corner of Section No. 1, Block XII, Takahue Survey District, and by that section; again towards the north by the last-mentioned section, by Section No. 3 of the said Block XII to its south-easternmost corner, and by a right line due east for a distance of about 2100 links; thence towards the north-west by a right line in a north-easterly direction to a point on the south side of a public road distant 4657 links; along said road from the north-west boundary-line of the Mangamuka West Block; thence again towards the north by the said public road; towards the east generally by the said Mangamuka West Block to the northern boundary-line of a reserve of 2,600 acres (permanently reserved in the *New Zealand Gazette* No. 8, 1904, page 310, for the growth and preservation of timber); towards the south and again towards the east by the last-mentioned reserve; again towards the south by the said reserve, by the abutment of a public road, and by Section No. 35 of Block XV, Takahue Survey District aforesaid; again towards the east by the said Section No. 35; again towards the south by Sections Nos. 60, 66, and 67 of Block II, Whangape Survey District, the abutment of a public road, and by Section No. 69 of the said

Block II; towards the west by Sections Nos. 3 and 2 of Block XIV, Takahue Survey District aforesaid, to a point due west of the south-west corner of Section No. 25, Block XV, Takahue Survey District; again towards the north by a right line due east to a point due south of the south-west corner of Section No. 26 of the said Block XV; again towards the east by a right line due south to a point in line with the south-eastern boundary-line of Section No. 23 of Block XV aforesaid; again towards the north-west by a right line from the last-mentioned point to the southernmost corner of the said Section No. 23, by that section, by a public road, and by Sections Nos. 22 and 43 of Block XV aforesaid, and by Section No. 2 of Block XVI, Takahue Survey District aforesaid; again towards the west by the said Section No. 2; again towards the south by Section No. 2 aforesaid, the abutment of a public road, by Section No. 1 of Block XVI, and by Section No. 41 of Block XV aforesaid; and again towards the west generally by the said Section No. 41, by the Okakewai Block, by right lines bounding Crown land, by the Patiki No. 3 Block, by right lines bounding Crown land, by the Patiki No. 2 Block, by right lines bounding Crown land, and by a public road to Section No. 150 aforesaid: be the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239B, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 3,097 acres, more or less, situated in Blocks VI, VII, IX, and X, Maungataniwha Survey District. Bounded towards the north by Sections Nos. 181, 183, 185, and 186, Maungataniwha Parish; towards the west by Section No. 186 aforesaid, and by a right line in continuation of the eastern boundary-line of the last-mentioned section till it meets the south-eastern boundary-line of Section No. 7, Block VI, Maungataniwha Survey District; towards the north-west by the said Section No. 7 and a right line in continuation of its south-eastern boundary-line to a public road, across the said public road, and by Sections Nos. 61 and 62 of the Maungataniwha East Parish; again towards the north by Sections Nos. 62, 66, and 67 of Maungataniwha East Parish aforesaid, and by a right line in continuation of the southern boundary-line of the last-mentioned section to the north-west boundary-line of Section No. 37 of the last-mentioned parish; towards the east by the said Section No. 37; towards the south by the Kauri-Putete Block, and by Section No. 1A of Block VII, Maungataniwha Survey District; towards the south-east by Section No. 1 of the said Block VII, by the Mangamuka East No. 3 Block, by the Mangamuka East "G" Block, and by the Mangamuka East "H" Block; and towards the south by the Mangamuka West Block, and by a public road: as the same is delineated on the plan marked L. and S. 55239C, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 2,112 acres, more or less, situated in Blocks X and XI, Kaeo Survey District. Bounded by a line commencing at a point on the south-eastern boundary-line of Section No. 13, Matawheroia Parish, distant 1500 links in a north-easterly direction from the southernmost corner of the said section, and proceeding thence by a right line due east to the Waitukutawata Stream; thence south-easterly by that stream; thence easterly along the line forming the southern boundary-line of the Mokau No. 2 Block; thence south-easterly along a line forming the south-western boundary-line of the Mokau No. 1 Block and Native land to the south-western boundary-line of land granted to J. Shepherd (O.L.C. 28); thence again south-easterly along the last-mentioned boundary-line a distance of 1750 links; thence along a right line due west forming the southern boundary-lines of Blocks X and XI, Kaeo Survey District, a distance of 29750 links; thence north-westerly along a right line a distance of 2750 links to a public road; and thence north-easterly by the said public road and by Section No. 13 aforesaid to the place of commencement: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239D, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 640 acres, more or less, situated in Block XIII, Omapere Survey District. Bounded towards the north by Section No. 25 of Block IX (Omapere Survey District), the abutment of a road, and by Section No. 26 of the said Block IX; towards the east by a right line due south a distance of 8000 links; thence towards the south by a right line due west a distance of 8000 links; and thence towards the west by a right line due north a distance of 8000 links: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239E,

deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 3,510 acres, more or less, situated in Blocks IX and X, Waoku Survey District. Bounded by a right line commencing at the south-west corner of Section No. 1, Block V, Waoku Survey District, and proceeding thence due east a distance of 25000 links; thence south-easterly along a line bearing S. 66° 2' E. a distance of 19699 links; thence along a line proceeding due south a distance of 8000 links to the north-eastern boundary-line of Section No. 13, Block X, of the said district; thence in a north-westerly direction along the north-eastern boundary-lines of the said Section No. 13, and those of Sections Nos. 11, 6, and 4 respectively of Block X aforesaid, and the production in a north-westerly direction of the north-eastern boundary-line of the last-mentioned section to its intersection with the northern boundary-line of Section No. 80 of Block IX of the said district produced in an easterly direction; thence westerly along a line from the said intersection to the north-east corner of the said Section No. 80, by the northern boundary-line of the last-mentioned section and its production westerly to the north-east corner of Section No. 78 (Block IX aforesaid), by the northern boundary-line of that section and Section No. 85 of the said Block IX and its production westerly to a point due south of the south-west corner aforesaid of the said Section No. 1, Block V; thence along a line due north a distance of 8000 links to the said south-western corner, the point of commencement: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239F, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 3,692 acres, more or less, situated in Blocks V, VI, VII, X, and XI, Waoku Survey District. Bounded towards the north by Section No. 17 (Block V, Waoku Survey District), the abutment of a road, by Section No. 16 (Block VI of the said district), by the Mangawhero Block, by Crown land, and again by the Mangawhero Block, and by the Mangapupu Block; towards to east generally by right lines bounding Crown land (formerly known as the Pukehula No. 2 Block), and by the Manawakiaia Block to its westernmost angle; towards the west by a line due north from the said angle a distance of 5200 links; thence towards the south-west by the right bank of the Whirinaki River to the western boundary-line of Block VI of the said district; again towards the west by a right line due north a distance of 2050 links; thence towards the south by a right line due west a distance of 4750 links to the Whirinaki No. 6 Block; and towards the west by the last-mentioned block: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239G, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 150 acres, more or less, situated in Block XII, Waoku Survey District. Bounded towards the east generally by the Kohatutaka Block; towards the south by Sections Nos. 7 and 5 of Block XII, Waoku Survey District; and towards the north-west by the Manawakiaia Block: as the same is delineated on the plan marked L. and S. 55239H, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 928 acres, more or less, situated in Blocks IX and XIII, Punakitere Survey District. Bounded towards the east by Sections Nos. 3 and 11 of Block X, Punakitere Survey District, and a line in continuation of the western boundary-line of the latter section in a southerly direction to the northern boundary-line of Section No. 9 of Block XIII of the said district; towards the south by Sections Nos. 9 and 8 of the said Block XIII; towards the west by Section No. 4 of the said Block XIII; and towards the north-west by the Kohatutaka Block: as the same is delineated on the plan marked L. and S. 55239I, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 2,195 acres, more or less, situated in Blocks V and VIII, Opuawhanga Survey District. Bounded towards the north by Section No. 6 of Block V, Opuawhanga Survey District; towards the east and again towards the north by Te Wairahi Block; again towards the east by Section No. 8 of the said Block V, and by Sections Nos. 12, 7, and 14 of Block VIII of the said district; towards the south by the last-mentioned section and by Section No. 16 of Block VIII aforesaid; towards the west by Sections Nos. 6 and 22 of the said Block VIII; again towards the south by

the said Section No. 22; and again towards the west by Section No. 12 of Block VII of the said district, and by Sections 14A, 14, and 13 of Block IV of the district aforesaid: as the same is delineated on the plan marked L. and S. 55239J, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 1,369 acres, more or less, situated in Blocks I and II, Whangarei Survey District. Bounded towards the north by Section No. 3 of Block I, Whangarei Survey District, by a right line in continuation of its southern boundary-line in a south-easterly direction to the south-west corner of Section No. 15 of Block II of the said district, and by the said Section No. 15; towards the east by the Kopua-toetoe Block a distance of 9689 links; thence towards the south by a right line in a westerly direction a distance of 15800 links to the eastern boundary-line of the Kahakaharoa No. 2 Block; and towards the north-west by the said Kahakaharoa No. 2 Block a distance of 7210 links, and by the Maikorahia River: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239K, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 854 acres, more or less, situated in Block XI, Whangarei Survey District. Bounded towards the north by Sections Nos. 5 and 14, Block VII, Whangarei Survey District; towards the south-east by a public road, the abutment of the same, and by Section No. 1 of Block XI of the said district; and towards the south-west generally by a public road, by the north-east portion of Section No. 181, Owhiwa Parish, and by Section No. 100, Parahaki Parish: as the same is delineated on the plan marked L. and S. 55239L, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon bordered red.

All that area in the Auckland Land District, containing by admeasurement 1,580 acres, more or less, situated in Block XI, Purua Survey District. Bounded towards the north generally by Sections Nos. 2, 3, 4, 5, and 6 of the Parish of Kaitara, and by the Taikoia Block for a distance of 3625 links; thence towards the east by a right line due south for a distance of 11900 links; thence towards the south by a right line to the north-east corner of Section No. 28 of the Parish of Kaitara, by that section, and also by Sections Nos. 27 and 26 of the said parish; and towards the west by Sections Nos. 34 and 36, the abutment of a public road, again by the said Section No. 36, by Section No. 33 of the said parish, the abutment of a public road, and again by the said Section No. 33: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239M, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 163 acres, more or less, being Section No. 1 of Block I, Purua Survey District. Bounded towards the north by Sections Nos. 12 and 14, Block XIII, Hukerenui Survey District; towards the east by Sections Nos. 22 and 14, Otakairangi Parish; towards the south by Section No. 30, Block I, Purua Survey District, the crossing of a public road, and by the said public road; and towards the west by Section No. 2 of Block I aforesaid: as the same is delineated on the plan marked L. and S. 55239N, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 180 acres, more or less, being Section No. 39 of Block I, Purua Survey District. Bounded towards the north by Sections Nos. 36 and 35 of Block I, Purua Survey District, the abutment of a public road, and again by the said Section No. 35; towards the east by Sections Nos. 11 and 10, Otakairangi Parish; towards the south by Sections Nos. 57, 56, and 55 of the said Block I; and towards the west by Section No. 40 of Block I aforesaid: as the same is delineated on the plan marked L. and S. 55239O, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 576 acres, more or less, being Section No. 1 of Block XVI, Motatau Survey District, and Section No. 47 of Block IV, Mangakahia Survey District. Bounded towards the east by Sections Nos. 12, 11, and 1 of Block XIII, Hukerenui Survey District, and by a public road; towards the south by Sections Nos. 1, 2, 3, and 4 of Block IV, Mangakahia Survey District; and towards the north-west by Sections Nos. 32 and 30 of the said Block IV, and by a right line from the north-east corner of the latter section to the north-westernmost corner of the said Section No. 12, Block XIII aforesaid: as the same is delineated on the plan marked L.

and S. 55239P, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 22,650 acres, more or less, situated in Blocks XIII, XIV, and XV, Waoku Survey District, and Blocks I, II, III, IV, VII, and VIII, Waipoua Survey District. Bounded towards the north by Section No. 1, Block XV, Waoku Survey District, from its south-west corner, and by a right line in continuation of the southern boundary-line of the said section to the western boundary-line of Section No. 8 of the said Block XV; towards the east by the said Section No. 8 and Sections Nos. 9, 10, and 11 of the aforesaid Block XV; again towards the north by Section No. 11 of the said Block XV, by Section No. 22 of Block XVI of the said district, the abutment of a public road, and by Section No. 18 of Block XVI aforesaid; towards the north-east by the Taheke-Kaihu Road; towards the south by Sections Nos. 19, 20, 21, and 22, Block VIII, Waipoua Survey District; again towards the east by the said Section No. 22 and by Section No. 22A of the said Block VIII; towards the south-east and towards the south-west by a public road; again towards the east by the abutment of the said public road, and by Section No. 11 of Block VII, Waipoua Survey District, a distance together of 3000 links; thence again towards the south by a right line due west to the north-east boundary-line of the Waipoua No. 2 Block; towards the west by the said Waipoua No. 2 Block a distance of 7730 links to the left bank of the Waipoua River, and by its production to the right bank of the said river; again towards the south-west by the said right bank of the Waipoua River to the Waipoua No. 2 Block, and by that block a distance of 6080 links; thence again towards the west by a right line due north a distance of 15250 links; thence again towards the south by a right line due west a distance of 21100 links; thence again towards the west by a right line due north a distance of 5500 links; thence again towards the north by a right line due east a distance of 23150 links; thence again towards the east by a right line due south a distance of 1500 links to the Wairau River; thence towards the north-west and again towards the north-east by the said Wairau River to its intersection with the southern boundary-line of Block XIV, Waoku Survey District; again towards the north by the said boundary-line due east from the said intersection to a point due south of the south-west corner of Section No. 1 of the said Block XV, Waoku Survey District, and distant therefrom 7600 links; and thence again towards the west by a right line due north to the said south-west corner of the said Section No. 1: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239Q, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 277 acres, more or less, situated in Block VIII, Mangakahia Survey District. Bounded towards the north by Section No. 28, Block IV, Mangakahia Survey District; towards the north-east by a public road; towards the south-east by the Aponga Stream; towards the south-west by a State forest reserve of 2,720 acres (set apart by Proclamation dated the 28th day of June, 1887, and published in the *New Zealand Gazette* No. 40, of the 30th June, 1887, page 839), and by Section No. 40 of the said Block IV; and towards the north-west by Section No. 40 aforesaid: as the same is delineated on the plan marked L. and S. 55239R, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 883 acres, more or less, situated in Blocks XIV, Purua Survey District, and Block V, Tangihua Survey District. Bounded towards the north by Section No. 62 of the Parish of Maungatapere, the abutment of a public road, and by Section No. 63 of the said parish; thence towards the east by the Otaika Kauri-gum Reserve Extension No. 1; towards the south-west by the northern part of Section No. 120 and the northern part of Section No. 113, both of the Parish of Maungakarama; towards the south-east by the said northern part of Section No. 113 to the Waionepe Stream; and towards the west generally by the said Waionepe Stream, and by Sections Nos. 61 and 60 of the Parish of Maungatapere aforesaid: as the same is delineated on the plan marked L. and S. 55239S, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 2,054 acres, more or less, situated in Blocks XIII and XIV, Mangakahia Survey District. Bounded towards the north, towards the east, and again towards the north by the State forest reserve of 7,836 acres (set apart by Proclamation dated 28th day of June, 1887, and published in the *New Zealand Gazette* No. 40, of the 30th June, 1887, page 839), to a point marked "A" on plan hereinafter referred to; again towards the east by a right line from the said

point A to the northernmost corner of the Maungaru Block; towards the south-east by the said Maungaru Block; towards the west and towards the south by the State forest reserve of 3,710 acres (set apart by Proclamation dated the 28th day of June, 1887, and published in the *New Zealand Gazette* No. 40, of the 30th June, 1887, page 839); and towards the north-west by Te Karaka Block: as the same is delineated on the plan marked L. and S. 55239r, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 754 acres, more or less, being Section No. 1, Block XII, Waipoua Survey District. Bounded towards the north by right lines forming part of the northern boundary of Block XII, Waipoua Survey District, from the high-water mark of the ocean to the north-westernmost corner of Section No. 2, Block XII of the said district; towards the north-east by the said Section No. 2, the abutment of a road, and again by Section No. 2 aforesaid; towards the south-east by Section No. 19 of the said Block XII; and towards the south-west by the high-water mark of the ocean to the northern boundary of Block XII aforesaid: as the same is delineated on the plan marked L. and S. 55239u, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 6,265 acres, more or less, situated in Blocks VIII and XII, Maungaru Survey District, and Blocks I, III, VII, and X, Tangihua Survey District. Bounded towards the north-east by a right line from a point on the south-eastern boundary-line of a State forest reserve of 467 acres, set apart by Proclamation dated the 7th day of January, 1901, and published in the *New Zealand Gazette* No. 4, of the 10th January, 1901, page 60 (the said point being distant 1896 links in a north-easterly direction from the southernmost corner of the said State forest reserve), to the north-west corner of Section No. 14, Block III, Tangihua Survey District; towards the east by the said Section No. 14; again towards the north-east by the said Section No. 14, and by Sections Nos. 9, 8, 7, and 6 of the said Block III; towards the north-west by the said Section No. 6, the abutment of a public road, and by Section No. 5 of the said Block III; towards the north by Section No. 1 of Block III aforesaid; towards the north-east by the south portion of Section No. 24 and Section No. 18, both of the Parish of Maungakaramea; towards the east, towards the south-east, and towards the south-west by land granted to Henry Walton; and towards the west by the Whangai-Mokopuna Block, by the Tauroa River, again by the said Whangai-Mokopuna Block, by Section No. 10 (Block VIII, Maungaru Survey District), and by the State forest reserve aforesaid to the point of commencement: as the same is delineated on the plan marked L. and S. 55239v, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 7,225 acres, more or less, situated in Block XVI, Tangihua Survey District; Block XII, Ruakaka Survey District; Block IV, Matakoho Survey District; and Blocks I and IV, Waipu Survey District. Bounded towards the north-east by Sections Nos. 87 and 108, Parish of Ruarangi; towards the east by Sections Nos. 359, 316, and 923, across a public road, again by the said Section No. 323, by Sections Nos. 312, 322, and 358 of the Parish of Waipu, and by a right line in continuation of the western boundary-line of the last-mentioned section to a point in line with the southern boundary-line of Section No. 382, Parish of Waipu; towards the north by a right line from the said point to the south-western corner of the said Section No. 382, and by that section to its south-eastern corner; again towards the east generally by a right line from the last-mentioned corner to the north-west corner of Section No. 328 of the Parish of Waipu aforesaid, by that section, by Sections Nos. 203 and 241 of the Parish of Waipu aforesaid, the abutment of a public road, by Section No. 204 of the Parish of Waipu aforesaid, the abutment of a public road, again by the said Section No. 204, and by Sections Nos. 251, 251A, and 211A, Parish of Waipu aforesaid; towards the south generally by a public road, the crossing of same, by Sections Nos. 116, 117, and 115 of the Parish of Wairau, by a public road, by Section No. 110 of the Parish of Wairau aforesaid, by a public road, by Section No. 230 of the Parish of Mareretu, and by the Waipoaka Stream; and towards the west generally by Sections Nos. 222 and 223 of the Parish of Mareretu aforesaid, the abutment of a public road, again by the said Section No. 223, by the Kikowhete River, by Sections Nos. 169, 168, 167, and 166 of the Parish of Mareretu aforesaid, the abutment of a public road, by Section No. 123 of the said Mareretu Parish, and by a public road: as the same is delineated on the plan marked L. and S. 5239w, deposited in the Head

Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 382 acres 2 roods, more or less, situated in Block VII, Matakoho Survey District. Bounded towards the north by the south-west portion of Section No. 241, Parish of Mareretu; towards the east by Sections Nos. 221, 220, 219, 218, and 217 of the said parish; and towards the south-west by a public road and by Section No. 225 of the Parish of Matakoho: as the same is delineated on the plan marked L. and S. 55239x, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 500 acres, more or less, being Section No. 48A, Parish of Otau, and situated in Blocks XI and XII, Opaheke Survey District. Bounded towards the north by Crown land, 651 and 5081 links; thence towards the south-east by the Wharekawa No. 2 Block and by a public road; towards the west by Sections Nos. 48B and 34 of the Otau Parish; and towards the north-west by the Mangatawhiri Stream: be all the aforesaid linkages more or less: as the same is delineated on the plan marked L. and S. 55239y, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

All that area in the Auckland Land District, containing by admeasurement 640 acres, more or less, being Section No. 1, Block X, Karioi Survey District. Bounded towards the north-west by Section No. 103A of the Parish of Whaingaroa, the crossing of a road, again by the said Section No. 103A, and by Section No. 104A of the said parish; towards the north-east by Section No. 2 of Block X, Karioi Survey District, the crossing of a public road, again by the said Section No. 2, and by the crossing of a public road; towards the south-east by Sections Nos. 7, 9, and 8 of the said Block X; and towards the south-west by Section No. 8 aforesaid, the crossing of a public road, and again by the said Section No. 8: as the same is delineated on the plan marked L. and S. 55239z, deposited in the Head Office, Department of Lands and Survey, at Wellington, in the Wellington Land District, and thereon coloured red.

Given under the hand of His Excellency the Right Honourable William Lee, Baron Plunket, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Colony of New Zealand and its Dependencies; and issued under the Seal of the said Colony, at the Government House, at Wellington, this first day of June, in the year of our Lord one thousand nine hundred and six.

JAMES MCGOWAN,
For Commissioner of State Forests.

Approved in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.
GOD SAVE THE KING!

Native Land proposed to be taken for a Road in Te Rape Block No. 1648, Block V, Alexandra Survey District.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twelfth day of May, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the land mentioned in the Schedule hereto is required to be taken for a public work, to wit, for the purpose of a road in Te Rape Block No. 1648, Block V, Alexandra Survey District:

And whereas the said land is held or occupied by Native owners under a title which is not derived from the Crown:

And whereas a map in duplicate has been prepared of the said land, as required by the eighty-ninth section of "The Public Works Act, 1905":

Now, therefore, in pursuance and exercise of the powers vested in him by the eighty-ninth section of the said Act, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby declare that the land shown upon such map, and described in the Schedule hereto, shall be deemed to be taken for the pur-

pose of the said road, and the said land shall vest in His Majesty the King, as from the first day of July, one thousand nine hundred and six.

SCHEDULE.

Approximate Area of the Parcel of Land taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 3 2 4	Te Rape Block No. 1648	V	Alexandra	R. 7569	Pink.

In the Auckland Land District; as the same is more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

ALEX. WILLIS,
Clerk of the Executive Council.

Making Further Regulation under "The Government Valuation of Land Act, 1896," and its Amendments.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government Buildings, at Wellington, this thirtieth day of May, 1906.

Present:

THE HONOURABLE W. HALL-JONES PRESIDING IN COUNCIL.

IN pursuance and exercise of all powers and authorities vested in him by "The Government Valuation of Land Act, 1896," and amendments thereof, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby make the following regulation for the purposes of the said Act:—

16. All objections to valuations made under the above Act shall be in the form contained in the Schedule hereto, or to that effect, in lieu of the form prescribed by Regulation No. 10, dated the 18th day of March, 1901.

SCHEDULE.

OBJECTION.

To the Valuer-General, Wellington.

I hereby object to the following entry on the district valuation roll:—

Valuation No.	Area.			Department's Estimate of Selling-values.		
	A.	R.	P.	Capital Value.	Unimproved Value.	Value of Improvements.

Here state reasons:

Date: _____ Name: _____
Address: _____

In cases where the Department's estimate of the selling-values is objected to, the objector's values should be stated hereunder for the purpose of assisting investigation.

Valuation No.	Area.			Objector's Estimate of Selling-values.		
	A.	R.	P.	Capital Value.	Unimproved Value.	Value of Improvements.

* Valuation numbers must be stated in each case to enable objections to be dealt with. Separate objections should be made for each entry.

G. C. SCHMIDT,
Acting Clerk of the Executive Council,

Domain Board appointed to have Control of the Eketahuna Domain.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance and exercise of the power and authority conferred by "The Public Domains Act, 1881," and the amendments thereof (including "The Domain Boards Act, 1904"), His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby revoke a certain Order in Council, dated the thirteenth day of June, one thousand nine hundred and three, delegating powers to the Eketahuna Domain Board, and doth hereby appoint

FRANCIS CALISON TURNOR,
FRANK DEERING PELLING,
ERNEST OTTO FRIEDRICH VON REDEN,
ALFRED HENRY HERBERT, and
ARTHUR HENRY VILE

to be the Eketahuna Domain Board, having, subject to the said Acts, control of the lands described in the Schedule hereto, which lands are a public domain, and shall be called the Eketahuna Domain; and also doth hereby appoint Saturday, the thirtieth day of June, one thousand nine hundred and six, at three o'clock p.m., as the time when, and Pelling's Hall, Eketahuna, as the place where, the first meeting of the said Board shall be held.

SCHEDULE.

EKETAHUNA DOMAIN.

ALL that area in the Wellington Land District, containing by admeasurement 14 acres and 7 perches, more or less, being Lot No. 1 of Section No. 40 and Section No. 40b, Block VI, Mangaone Survey District. Bounded towards the north-west by Sections Nos. 14 and 15, towards the north-east by Section No. 39, towards the east by Section No. 40c, towards the south by Alfredton Road, towards the west by Lot No. 2 of Section No. 40, all of Block VI, Mangaone Survey District; as the same is delineated on the plan marked L. & S. 36053a, deposited in the Head Office, Department of Lands and Survey, Wellington, and thereon coloured red.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Recreation Reserve in Wellington Land District brought under "The Public Domains Act, 1881."

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

BY virtue of the powers and authorities vested in me by the twenty-fourth section of "The Public Reserves Act, 1881," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, do hereby order and declare that the reserve for recreation in the Wellington Land District described in the Schedule hereto shall be and the same is hereby brought under the operation of and declared to be subject to the provisions of "The Public Domains Act, 1881"; and such domain shall hereafter be known as the Tiriraukawa Domain, and be managed, administered, and dealt with in manner directed by the said Act.

SCHEDULE.

TIRIRAUKAWA DOMAIN.

ALL that area in the Wellington Land District, containing by admeasurement 9 acres 2 roods 25 perches, more or less, being Section No. 42, Block VI, Tiriraukawa Survey District. Bounded towards the north-east by Sections Nos. 45 and 18 of Block VI, Tiriraukawa Survey District; towards the south-east by the said Section No. 18; towards the south-west by Sections Nos. 47 and 41 of the said Block VI; and towards the north-west by a public road; as the same is delineated on the plan marked L. and S. 54860, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon coloured red.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Recreation Reserve in Canterbury Land District brought under "The Public Domains Act, 1881."

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

BY virtue of the powers and authorities vested in me by the twenty-fourth section of "The Public Reserves Act, 1881," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, by and with the advice and consent of the Executive Council of the said colony, do hereby order and declare that the reserve for recreation in the Canterbury Land District described in the Schedule hereto shall be and the same is hereby brought under the operation of and declared to be subject to the provisions of "The Public Domains Act, 1881"; and such domain shall hereafter be known as *Hanmer Domain*, and be managed, administered, and dealt with in manner directed by the said Act.

SCHEDULE.

HANMER DOMAIN.

ALL that area in the Canterbury Land District, containing by admeasurement 64 acres 2 roods 10 perches, more or less, being Section No. 3656, in red (formerly Section 39), of Block II, Lyndon Survey District. Bounded towards the north by the Hanmer Plains Reserve, as set aside by notification dated the 8th day of February, 1860, and published in the *New Zealand Gazette* (Province of Nelson) No. 2, of the 11th day of February, 1860; towards the east and towards the south by the Main North Road leading to the Hanmer Township; and towards the west by the road leading to Jack's Pass: as the same is delineated on the plan marked L. and S. 51133/13, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Directing Sale of Land under "The Public Works Act, 1905."

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the thirtieth section of "The Public Works Act, 1905" (hereinafter termed "the said Act"), it is enacted that if it is found that any land held, taken, purchased, or acquired at any time under this or any other Act or provincial Ordinance, or otherwise howsoever, for any public work is not required for such public work, the Governor may, by Order in Council publicly notified and gazetted, cause the same to be sold under the conditions set forth in the said Act:

And whereas a memorial has been laid before the Governor by the Dunedin Drainage and Sewage Board (hereinafter called "the said Board"), accompanied by a map, setting forth that certain land was acquired in connection with the erection of the said Board's pumping-station and as a site for the deposit of spoil from the said Board's excavation-works—namely, Allotment Three on plan of part of Township of Musselburgh: And whereas the said land as described in the Schedule hereto is not now required by the said Board for the purposes of the said pumping-station or otherwise, and the said Board desires to sell the same:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance of the powers and authority conferred upon him by the said Act, and acting by and with the advice and consent of the Executive Council of the said colony, doth hereby direct the sale of the land described in the Schedule hereto.

SCHEDULE.

Area.	Being Allotment No.	Situated in	Shown on Plan	Coloured on Plan
A. R. P. 2 0 10	3	Township of Musselburgh	R. 7788	Green border.

In the Land District of Otago; as the same is more particularly delineated on the plan marked and coloured as above noted, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Declaring Onepu, Hampden-Kaikora, Brow, and Service Roads, in Ruataniwha Road District, Waipawa County, to be District Roads.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance and in exercise of the powers vested in him by "The Public Works Act, 1905," and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that the roads described in the Schedule hereto shall, on and after the date of this Order in Council, be district roads.

SCHEDULE.

ONEPU ROAD.

ALL that portion of road in the Hawke's Bay Land District, known as the Onepu Road, in the Waipawa County, commencing at the south-western corner of Section 3, Block VI, Waipukurau Survey District, and ending at the north-eastern boundary of Section 1, Block XIV, Maraekakahu, a distance of eight miles or thereabouts.

HAMPDEN-KAIKORA ROAD.

All that portion of road in the Hawke's Bay Land District, known as the Hampden-Kaikora Road, in the Waipawa County, commencing at its junction with the Onepu Road, and proceeding in a south-easterly direction for a distance of four miles and a half or thereabouts, and ending at the south-eastern corner of Section 1, Block III, Waipukurau.

BROW ROAD.

Also all that portion of road in the Hawke's Bay Land District, known as the Brow Road, in the Waipawa County, commencing at its junction with the Hampden-Kaikora Road, and proceeding in a southerly direction for a distance of two miles or thereabouts, and ending at the southern boundary of Section 6, Block VI, Waipukurau Survey District.

SERVICE ROAD.

Also all that road in the Hawke's Bay Land District, known as a Service Road, in the Waipawa County, commencing at its junction with Gwavas Road, and proceeding in a southerly direction, and ends at the north-eastern corner of Section 5, Block I, Waipukurau, a distance of 34 chains or thereabouts.

As the said roads are more particularly delineated on the plan marked R. 7741, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District, thereon coloured blue and red, and lettered respectively BA, CD, EE, and FG.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Declaring Road in Ohura South G No. 3, Block I, Piopiotea Survey District, to be a Government Road.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance and in exercise of the powers vested in him by "The Public Works Act, 1905," and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that the part of the road described in the Schedule hereto shall, on and after the date of this Order in Council, be a Government road,

SCHEDULE.

Approximate Area of Road.	Being through	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 2 27.5	Ohura South G No. 3	I	Piopiotea	R.6015	Green.

In the Wellington Land District; as the same is more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Declaring Part of Onepu Road, Block XIV, Maraekakaho Survey District, Hawke's Bay County, to be a County Road.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance and in exercise of the powers vested in him by "The Public Works Act, 1905," and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that the road described in the Schedule hereto shall, on and after the date of this Order in Council, be a county road.

SCHEDULE.

ONEPU ROAD.

ALL that portion of road in the Hawke's Bay Land District, known as the Onepu Road, in the County of Hawke's Bay, commencing at the north-eastern boundary of Section 1, Block XIV, Maraekakaho Survey District, and proceeding in a north-easterly direction to its junction with the road to Pukehou, a distance of half a mile or thereabouts; as the said road is more particularly delineated on the plan marked R. 7741, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District, thereon coloured red, and lettered AA.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Declaring Part of Puhirua Road, in Rangitikei County, to be a County Road.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN pursuance and in exercise of the powers vested in him by "The Public Works Act, 1905," and of all other powers in anywise enabling him in this behalf, His Excellency the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that the road described in the Schedule hereto shall, on and after the date of this Order in Council, be a county road.

SCHEDULE.

PUHIRUA ROAD.

ALL that portion of the road in the Wellington Land District, Rangitikei County, known as the Puhirua Road, commencing at the junction with the Wairano Road, and proceeding generally in an easterly direction for a distance of 1 mile 18 chains, more or less, fronting Sections 21, 22, 23, and 24, Block III, Hautapu Survey District, and terminating at the boundary between Sections 24 and 25, in the said Block III; as the road is more particularly delineated on the plan

marked R. 6076, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District, thereon coloured carmine, and lettered AB.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Extension of Time for Preparation of County Rolls, Rangitikei County.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS it has been made to appear that, owing to unavoidable circumstances, the preparation of the rolls for the County of Rangitikei, and the taking of certain steps consequent on such preparation, cannot be made and taken within the times limited by "The Counties Act, 1886," and it is expedient to extend the said times respectively:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in exercise and pursuance of the powers conferred upon him by "The Counties Act Amendment Act, 1903," and acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order and declare that the several dates mentioned in the Schedule hereto shall be the respective dates for taking the several steps set out in the said Schedule.

SCHEDULE.

1. For preparing the defaulters' list, and the rolls for ridings within the County of Rangitikei: Until the 6th day of June, 1906.
2. Time for which such list and rolls shall be open for inspection: From the 11th day of June, 1906, to the 29th day of June, 1906.
3. Time for appeals against the said rolls: Until the 14th day of July, 1906.
4. Revision Courts may sit for hearing applications with reference to the said rolls, and adjourn: Until the 4th day of August, 1906.
5. Time when the said rolls, having been duly corrected and signed, shall come into force: On the 6th day of August, 1906.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Validating a Special Order made by Woodville Borough Council respecting a Loan.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Borough Council of the Borough of Woodville lately proposed to raise a loan of seven thousand pounds for the purpose of establishing municipal gasworks in the Borough of Woodville: And whereas the security for the said loan is a special annually recurring rate of twelve and a half pence in the pound upon the annual rateable value of all rateable property in the Borough of Woodville: And whereas in the special order making such special rate the Borough of Woodville was not described by its boundaries, as required by the Schedule to "The Local Bodies' Loans Amendment Act, 1903": And whereas it appears that the ratepayers have not been misled by such irregularity, and it is expedient to validate such irregularity:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers conferred by section ten of "The Local Bodies' Loans Amendment Act, 1902," and acting by and with the advice and consent of the Executive Council of the said colony, doth hereby declare that such special order and the public notifications thereof shall be deemed and taken to be as valid as though the said special order and the public notifications thereof had been regularly made and given, and that the proceedings relative to the said loan shall not be called in question by reason only of the irregularity aforesaid.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Validating the Public Notification of the Special Order in connection with a Loan of £1,000 applied for by the Collingwood County Council.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Collingwood County Council lately proposed to raise a loan of one thousand pounds, under "The Local Bodies' Loans Act, 1901," for the purpose of constructing a road and a drain extending from Mangarakau to the Putarau River in the said county: And whereas the public notification of the special order making the special rate was published in the *Golden Bay Argus* newspaper for four weeks, but was not published once in each week of the four weeks immediately preceding the date of the subsequent meeting at which the special order was confirmed, as required by section eleven of "The Counties Act Amendment Act, 1903": And whereas it appears that the ratepayers have not been misled by such irregularity, and it is expedient to validate the said notifications:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers conferred by section ten of "The Local Bodies' Loans Amendment Act, 1902," and acting by and with the consent of the Executive Council of the said colony, doth hereby declare that such public notification of the special order shall be deemed and taken to be as valid as though the said notification had been properly published, and that the proceedings relative to the said loan shall not be called in question by reason only of the irregularity aforesaid.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Validating the Public Notification of a Special Order in connection with a Loan of £600 applied for by the Hangaroa Road Board.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Hangaroa Road Board lately proposed to raise a loan of six hundred pounds for the purpose of the formation of the Gisborne-Hangaroa Road:

And whereas the public notification of the special order making the special rate was published in the *Poverty Bay Herald* newspaper for four weeks, but not in the four weeks immediately preceding the date of the subsequent meeting at which the special order was confirmed, as required by section two of "The Road Boards Acts Amendment Act, 1905":

And whereas it appears that the ratepayers have not been misled by such irregularity, and it is expedient to validate the said notification:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers conferred by section ten of "The Local Bodies' Loans Amendment Act, 1902," and acting by and with the consent of the Executive Council of the said colony, doth hereby declare that such public notification of the special order shall be deemed and taken to be as valid as though the said notification had been properly published, and that the proceedings relative to the said loan shall not be called in question by reason only of the irregularity aforesaid.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Licensing the Mangonui County Council to use and occupy a Part of the Foreshore of the Awanui River.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS, there being no Harbour Board empowered to grant the license hereinafter mentioned, the Mangonui County Council (hereinafter called "the Council") has applied to the Governor in Council for a license

under "The Harbours Act Amendment Act, 1888" (hereinafter called "the said Act"), to occupy a part of the foreshore and land below low-water mark of the Awanui River, in order to erect and maintain thereon a goods-shed, and to make certain additions and alterations to a wharf on the said river shown on plans marked M.D. 976 and 977, which was authorised by the Governor in Council on the twenty-sixth day of January, one thousand eight hundred and eighty-five; and, in accordance with the one-hundred-and-fifty-sixth section of "The Harbours Act, 1878," has deposited plans in the office of the Marine Department at Wellington, marked M.D. 2957 (two sheets), showing the place where it is intended to erect such shed and make the additions and alterations to the said wharf, the area of foreshore and land below low-water mark to be occupied for such purpose, and the manner in which it is proposed to carry out such works: And whereas it has been made to appear to the Governor in Council that the proposed works will not be or tend to the injury of navigation; and the said plans have, prior to the making of this Order in Council, been approved by the Governor in Council, without modification or addition: And whereas it is expedient that a license under the said Act, for the purpose aforesaid, should be granted and issued to the Council on the terms and conditions hereinafter expressed:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and of all other powers and authorities enabling him in that behalf, and by and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the purpose or object for which the said license is required by the Council as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the Council to use and occupy that part of the foreshore and land below low-water mark which are particularly shown and delineated on the plans marked M.D. 2957 (two sheets) so deposited as aforesaid, for the purpose of constructing or erecting thereon a good-shed and making additions and alterations to the said wharf, such license to be held and enjoyed by the Council upon and subject to the following terms and conditions, that is to say:—

1. In these conditions the term "Minister" means the Minister of Marine, as defined by "The Shipping and Seamen Act, 1903," and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to the part of the foreshore and land below low-water mark necessary for the erection of such shed and for making the additions and alterations to the wharf, which are shown on the plans marked M.D. 2957 (two sheets), and deposited in the office of the Marine Department as aforesaid.

3. His Majesty, or the Governor, and all officers in the Government service acting in the execution of their duty, shall at all times have free ingress, passage, and egress into, through, over, and out of the said works without payment.

4. The Council shall complete the erection of the said works in accordance with the approved plans marked M.D. 2957 (two sheets), within twelve calendar months from the date of this Order in Council.

5. The Council shall maintain the above-mentioned shed and wharf in good order and repair.

6. Any person authorised by the Minister may at all reasonable times enter upon the said wharf and shed and view the state of repair thereof; and upon such Minister leaving at or posting to the last known address of the Council a notice in writing of any defect or want of repair in such wharf and shed, or either of them, requiring it, within a reasonable time, to be therein prescribed, to make good the same, the Council shall with all convenient speed cause such defect to be removed or such repairs to be made, as the case may be.

7. Nothing herein contained shall authorise the Council to do or cause to be done anything repugnant to or inconsistent with any law relating to the Customs, or any regulation of the Commissioner of Trade and Customs, or with any provisions of "The Harbours Act, 1878," or its amendments, or any regulations made thereunder, and that are now or may hereafter be in force.

8. The rights, powers, and privileges conferred by or under this Order in Council shall continue in force for fourteen years from the date hereof, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the Council shall not assign, charge, or part with any such right, power, or privilege without the written consent of the Minister first obtained.

9. The said rights, powers, and privileges may be at any time resumed by the Governor, without payment of any compensation whatever, on giving to the Council three calendar months' previous notice in writing. Any such notice shall

be sufficient if given by the Minister and delivered at or posted to the last known address of the Council.

10. The Council shall be liable for any injury which the said wharf or shed may cause any vessel or boat to sustain through any default or neglect on its part.

11. In case the Council shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them; or
- (2.) Cease to use or occupy the said wharf and shed, or either of them, for the purposes aforesaid,

then and in either of the said cases this Order in Council, and every license, right, power, or privilege thereby conferred, may be revoked and determined by the Governor in Council, without any notice to the Council or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the Council, and to all persons concerned or interested, that this Order in Council, and the license, rights, and privileges thereby granted and conferred, have been revoked and determined.

12. The erection of the said shed and the making of the additions and alterations to the wharf shall be sufficient evidence of the acceptance by the Council of the terms and conditions of this Order in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Licensing the Kaipara Union Amateur Boating Club to use and occupy Part of the Foreshore of the Wairoa River as a Site for a Boat-shed and Stage.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS, there being no Harbour Board empowered to grant the license hereinafter mentioned, the Kaipara Union Amateur Boating Club (hereinafter called "the licensee") has applied to the Governor in Council for a license under "The Harbours Act Amendment Act, 1883" (hereinafter called "the said Act"), to occupy a part of the foreshore and land below low-water mark at Te Kopuru, on the Wairoa River, Kaipara Harbour, in order to erect and maintain a boat-shed and stage with floating stage at outer end thereon; and, in accordance with the one-hundred-and-fifty-sixth section of "The Harbours Act, 1878," has deposited a plan in the office of the Marine Department at Wellington, marked M.D. 2951, showing the place on the said river where it is intended to construct such boat-shed and stage, and the area of foreshore and land below low-water mark intended to be occupied for such purpose: And whereas it has been made to appear to the Governor in Council that the proposed work will not be or tend to the injury of navigation, and the said plan has, prior to the making of this Order in Council, been approved by the Governor in Council: And whereas it is expedient that a license under the said Act for the purpose aforesaid should be granted and issued to the licensee on the terms and conditions hereinafter expressed:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the purpose or object for which the said license is required by the licensee as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the licensee to use and occupy that part of the foreshore and land below low-water mark which is particularly shown and delineated on the plan so deposited as aforesaid, for the purpose of constructing or erecting thereon a boat-shed and stage with floating stage at outer end, such license to be held and enjoyed by the licensee upon and subject to the following terms and conditions, that is to say:—

1. In these conditions the term "Minister" means the Minister of Marine, as defined by "The Shipping and Seamen Act, 1903," and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to the part of the foreshore and land below low-water mark on the hereinbefore-mentioned river, shown on the said plan marked M.D. 2951.

3. In consideration of the concessions and privileges granted by this Order in Council, the licensee shall, on being supplied with a copy thereof, pay to the Minister the sum of two pounds, and thereafter an annual sum of ten

shillings in advance, such annual payments to date from the date hereof.

4. The rights, powers, and privileges conferred by this Order in Council shall continue in force for fourteen years, computed from the date of this Order in Council, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the licensee shall not assign, charge, or part with any such right, power, or privilege without the previous written consent of the Minister first obtained.

5. The said rights, powers, and privileges may be at any time resumed by the Governor, and the licensee may be required to remove the structures at his own cost, without payment of any compensation whatever, on giving to the licensee three months' previous notice in writing. Any such notice shall be sufficient if given by the Minister and delivered at or posted to the last known address of the licensee in New Zealand.

6. The licensee shall maintain the above-mentioned structures in good order and repair, and shall at all times exhibit therefrom, and maintain at its own cost, suitable and necessary lights for the guidance of vessels: Provided that no light shall be exhibited until after it has been approved of by the Minister.

7. Any person authorised by the Minister may, at all reasonable times, enter upon the said structures and view the state of repair thereof; and upon such Minister leaving at or posting to the last known address of the licensee a notice in writing of any defect or want of repair in such structures, requiring the licensee within a reasonable time, to be therein prescribed, to repair the same, it shall with all convenient speed cause such defect to be removed or such repairs to be made.

8. The licensee shall be liable for any injury which may be sustained by any vessel or boat in passing the said structures, or by contact therewith, and which may be occasioned by any default or neglect on the part of the licensee.

9. In case the licensee shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them;
- (2.) Cease to use or occupy the said structures for a period of thirty days;
- (3.) Fail to pay the sums specified in clause three of these conditions; or
- (4.) Become bankrupt, or be in any manner brought under the operation of any law in force for the time being relating to bankruptcy,

then and in any of the said cases this Order in Council, and every right, power, or privilege, may be revoked and determined by the Governor in Council without any notice to the licensee or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the licensee, and to all persons concerned or interested, that this Order in Council, and the rights and privileges thereby conferred, have been revoked and determined; and upon such revocation the Minister may cause the said structures to be removed, and may recover the cost incurred by any such removal from the licensee.

10. The construction of the said structures shall be deemed to be an acceptance by the licensee of the conditions of this Order in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Licensing the Awitu Road Board to use and occupy Part of the Foreshore of Manukau Harbour for an Extension to Wharf at Graham's Beach.

PLUNKET, Governor.
ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS, there being no Harbour Board empowered to grant the license hereinafter mentioned, under "The Harbours Act Amendment Act, 1883" (hereinafter called "the said Act"), the Awitu Road Board (hereinafter called "the Board") did, in the year one thousand nine hundred and two, apply to the Governor in Council for a license under the said Act to occupy part of the foreshore in Manukau Harbour in order to erect a wharf at Graham's Beach; and, in accordance with the one-hundred-and-fifty-sixth section of "The Harbours Act, 1878," deposited a plan in the office of the Marine Department at Wellington (marked M.D. 2547) showing the area of foreshore and the manner in which it was proposed to erect the said wharf: And whereas the Governor in Council did, on the first day of November, one thousand nine

hundred and two, approve of the purpose for which the said foreshore was to be occupied, and granted a license for the purpose aforesaid on the terms and conditions therein expressed: And whereas the said Board has applied for authority to make certain alterations and additions to the said wharf at Graham's Beach described in the said Plan M.D. No. 2547; and, in accordance with the one-hundred-and-fifty-sixth section of the said Act, has deposited plans in the office of the said Marine Department at Wellington, marked M.D. 2950 (two sheets), (such plans being supplementary to the above-mentioned Plan No. 2547), showing the foreshore and land below low-water mark intended to be so occupied, and the nature and extent of the said alterations and additions intended to be constructed: And whereas it is expedient that a license should be granted and issued to the Board under the said Act for the purpose last aforesaid, on the terms and conditions hereinafter expressed:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and of all other powers and authorities enabling him in that behalf, and by and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the object for which the said license is required by the Board as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the Board to use and occupy those parts of the foreshore and land below low-water mark on which the said wharf at Graham's Beach is to be erected, as shown on the Plan No. 2950 so deposited as aforesaid, for the purpose of erecting and maintaining the said additions and alterations to the said wharf at Graham's Beach, such license to be held and enjoyed by the Board upon and subject to the following terms and conditions, that is to say:—

1. In these conditions the term "Minister" means the Minister of Marine, as defined by "The Shipping and Seamen Act, 1903," and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to the part of the foreshore and of the land below low-water mark necessary for the erection of such wharf, which is shown on the plans marked M.D. 2547 and M.D. 2950 respectively.

3. That all His Majesty's subjects shall at all reasonable times, upon payment of the proper dues, have free and full liberty to use the said wharf, and of ingress and egress thereon and therefrom.

4. That His Majesty, or the Governor, and all officers in the Government service acting in the execution of their duty, shall at all times have free ingress, passage, and egress into, through, and out of the said wharf without payment.

5. The Board shall maintain the above-mentioned wharf in good order and repair; and shall at all times exhibit therefrom, and maintain at its own cost, suitable and necessary lights for the guidance of vessels: Provided that no light shall be exhibited until after it has been approved of by the Minister.

6. Any person authorised by the Minister may, at all reasonable times, enter upon the said wharf and view the state of repair thereof; and upon such Minister leaving at or posting to the last known address of the Board a notice in writing of any defect or want of repair in such wharf, requiring the Board, within a reasonable time, to be therein prescribed, to repair the same, the Board shall with all convenient speed cause such defect to be removed or such repairs to be made.

7. Nothing herein contained shall authorise the Board to do or cause to be done anything repugnant to or inconsistent with any law relating to the Customs, or any regulation of the Commissioner of Trade and Customs, or with any provisions of "The Harbours Act, 1878," or its amendments, or any regulations made thereunder, and that are now or may hereafter be in force.

8. The ballast of all vessels loading at the said wharf shall be taken away by the Board and deposited above high-water mark, or at such place as may be approved of by the Minister, by the Harbourmaster at Manukau, or by any person appointed by the Minister for that purpose.

9. The rights, powers, and privileges conferred by or under this Order in Council shall continue to be in force until the first day of November, one thousand nine hundred and sixteen, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the Board shall not assign, charge, or part with any such right, power, or privilege without the previous written consent of the Minister first obtained.

10. The said rights, powers, and privileges may be at any time resumed by the Governor, without payment of any compensation whatever, on giving to the Board six calendar months' previous notice in writing. Any such notice shall be sufficient if given by the Minister, and delivered at or posted to the last known address of the Board.

11. The Board shall appoint all officers necessary for the control and management of the said wharf.

12. The Board shall be liable for any injury which the said wharf may cause any vessel or boat to sustain through any fault or neglect on its part.

13. In case the Board shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them; or
- (2.) Cease to use or occupy the said wharf for a period of thirty days,

then and in either of the said cases this Order in Council, and every right, power, or privilege, may be revoked and determined by the Governor in Council without any notice to the Board or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the Board, and to all persons concerned or interested, that this Order in Council, and the license, rights, and privileges thereby granted and conferred, have been revoked and determined.

14. The construction of the said wharf shall be sufficient evidence of the acceptance by the Board of the terms and conditions of this Order in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Licensing the Devonport Steam Ferry Company, Limited, to use and occupy Part of the Foreshore, Brown's Island, as a Wharf-site.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS, there being no Harbour Board empowered to grant the license hereinafter mentioned under "The Harbours Act Amendment Act, 1883" (hereinafter called "the said Act"), the Devonport Steam Ferry Company, Limited (hereinafter called "the company"), has applied to the Governor in Council for a license under the said Act to occupy part of the foreshore, and land below low-water mark adjacent thereto, on Brown's Island, in the Hauraki Gulf, in order to erect a wharf thereon; and, in accordance with the one-hundred-and-fifty-sixth section of "The Harbours Act, 1878," has deposited plans in the office of the Marine Department at Wellington, marked M.D. 2955 (two sheets), showing the area of foreshore and land below low-water mark intended to be occupied, and the manner in which it is proposed to erect the wharf: And whereas the Governor in Council has approved of the purpose for which the said foreshore and land below low-water mark are to be occupied: And whereas it is expedient that a license should be granted and issued to the company, under the said Act, for the purpose aforesaid, on the terms and conditions hereinafter expressed, and to prescribe dues and rates for the use of the said wharf:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and of all other powers and authorities enabling him in that behalf, and by and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the object for which the said license is required by the company as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the company to use and occupy that part of the foreshore, and land below low-water mark adjacent thereto, at Brown's Island, on which the wharf is to be erected, as shown on the plans so deposited as aforesaid, for the purpose of erecting and maintaining the said wharf thereon, such license to be held and enjoyed by the company upon and subject to the terms and conditions set forth in the Schedule hereto.

SCHEDULE.

1. In these conditions the term "Minister" means the Minister of Marine, as defined by "The Shipping and Seamen Act, 1903," and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to the part of the

foreshore, and land below low-water mark adjacent thereto, necessary for the erection of the wharf, as shown on plan marked M.D. 2955 (sheet 1).

3. In consideration of the concessions and privileges granted by this Order in Council, the company shall, on being supplied with a copy thereof, pay to the Minister the sum of three pounds, and thereafter an annual sum of one pound, payable on the first day of June, dating from the first day of June, one thousand nine hundred and six, the first of such annual payments to be made on the company being supplied with a copy of this Order in Council.

4. All persons shall at all reasonable times, upon payment of the proper dues, have free and full liberty to use the said wharf, and all rights of ingress and egress thereon and therefrom.

5. His Majesty, or the Governor, and all officers in the Government service acting in the execution of their duty, shall at all times have free ingress, passage, and egress into, through, and out of the said wharf without payment.

6. The company shall maintain the above-mentioned wharf in good order and repair, and shall at all times exhibit therefrom, and maintain at its own cost, suitable and necessary lights for the guidance of vessels: Provided that no light shall be exhibited until after it has been approved of by the Minister.

7. Any person authorised by the Minister may at all reasonable times enter upon the said wharf and view the state of repair thereof; and upon such Minister leaving at or posting to the last known address of the company in New Zealand a notice in writing of any defect or want of repair in such wharf, requiring it, within a reasonable time, to be therein prescribed, to repair the same, it shall with all convenient speed cause such defect to be removed or such repairs to be made.

8. Nothing herein contained shall authorise the company to do or cause to be done anything repugnant to or inconsistent with any law relating to the Customs, or any regulation of the Commissioner of Trade and Customs, or with any provisions of "The Harbours Act, 1878," or its amendments, or any regulations made thereunder, and that are now or may hereafter be in force.

9. The ballast of all vessels loading at the said wharf shall be taken away by the company, and deposited above high-water mark, or at such place as may be approved of by the Minister, or by any person appointed by the Minister for that purpose.

10. The rights, powers, and privileges conferred by or under this Order in Council shall continue to be in force for fourteen years from the date hereof, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the company shall not assign, charge, or part with any such right, power, or privilege without the previous written consent of the Minister first obtained.

11. The said rights, powers, and privileges may be at any time resumed by the Governor without payment of any compensation whatever, on giving to the company three calendar months' previous notice in writing. Any such notice shall be sufficient if given by the Minister, and delivered at or posted to the last known address of the company in New Zealand.

12. The company shall be liable for any injury which the said wharf may cause any vessel or boat to sustain through any default or neglect on its part.

13. In case the company shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them;
- (2.) Fail to erect and complete the wharf within twelve months from the date of this Order in Council;
- (3.) Cease to use or occupy the said wharf for a period of thirty days;
- (4.) Be in any manner wound up or dissolved; or
- (5.) Fail to pay the sums specified in clause three of these conditions,

then and in any of the said cases this Order in Council, and every right, power, or privilege, may be revoked and determined by the Governor in Council without any notice to the company or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the company, and to all persons concerned or interested, that this Order in Council, and the license, rights, and privileges thereby granted and conferred, have been revoked and determined.

14. The erection of the wharf shall be sufficient evidence of the acceptance by the company of the terms and conditions of this Order in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Licensing Amos McKeeg to use and occupy Parts of the Foreshore at Taieri Mouth as Sites for Wharves.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS, there being no Harbour Board empowered to grant the license hereinafter mentioned, Amos McKeeg, of Henley, steamboat-owner (hereinafter called "the licensee"), has applied to the Governor in Council for a license under "The Harbours Act Amendment Act, 1883" (hereinafter called "the said Act"), to occupy a part of the foreshore and land below low-water mark at Taieri Mouth, fronting the Township of Hull, in order to erect and maintain two wharves thereon; and, in accordance with the one-hundred-and-fifty-sixth section of "The Harbours Act, 1878," has deposited plans (two sheets) in the office of the Marine Department at Wellington (marked M.D. 2963) showing the places where it is intended to construct such wharves, and the area of foreshore and land below low-water mark intended to be occupied for such purpose: And whereas it has been made to appear to the Governor in Council that the proposed works will not be or tend to the injury of navigation; and the said plans have, prior to the making of this Order in Council, been approved by the Governor in Council: And whereas it is expedient that a license under the said Act for the purpose aforesaid should be granted and issued to the licensee on the terms and conditions hereinafter expressed:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and with the advice and consent of the Executive Council of the said colony, doth hereby approve of the purpose or object for which the said license is required by the licensee as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the licensee to use and occupy that part of the foreshore and land below low-water mark which is particularly shown and delineated on the plan (sheet 1) so deposited as aforesaid, for the purpose of constructing or erecting thereon wharves in accordance with plan (sheet 2), such license to be held and enjoyed by the licensee upon and subject to the following terms and conditions, that is to say:—

1. In these conditions the term "Minister" means the Minister of Marine, as defined by "The Shipping and Seamen Act, 1903," and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to the parts of the foreshore and land below low-water mark which are marked numbers 1 and 2 on plan M.D. 2963, sheet 1.

3. In consideration of the concessions and privileges granted by this Order in Council, the licensee shall, on being supplied with a copy thereof, pay to the Minister the sum of three pounds, and thereafter an annual sum of one pound (being ten shillings for each wharf-site) in advance, such annual payments to date from the date hereof.

4. The rights, powers, and privileges conferred by this Order in Council shall continue in force for fourteen years, computed from the date of this Order in Council, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the licensee shall not assign, charge, or part with any such right, power, or privilege without the previous written consent of the Minister first obtained.

5. The said rights, powers, and privileges may be at any time resumed by the Governor, and the licensee may be required to remove the wharves at his own cost, without payment of any compensation whatever, on giving to the licensee three months' previous notice in writing. Any such notice shall be sufficient if given by the Minister and delivered at or posted to the last known address of the licensee in New Zealand.

6. The licensee shall maintain the above-mentioned wharves in good order and repair, and shall at all times exhibit therefrom, and maintain at his own cost, suitable and necessary lights for the guidance of vessels: Provided that no light shall be exhibited until after it has been approved of by the Minister.

7. Any person authorised by the Minister may at all reasonable times enter upon the said wharves and view the state of repair thereof; and upon such Minister leaving at or posting to the last known address of the licensee a notice in writing of any defect or want of repair in such wharves, or either of them, requiring him, within a reasonable time, to be therein prescribed, to repair the same, he shall with all

convenient speed cause such defect to be removed or such repairs to be made.

8. The licensee shall be liable for any injury which may be sustained by any vessel or boat in passing the wharves, or either of them, or by contact therewith, and which may be occasioned by any default or neglect on his part.

9. In case the licensee shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them;
- (2.) Cease to use or occupy the said wharves for a period of thirty days;
- (3.) Fail to pay the sums specified in clause three of these conditions; or
- (4.) Become bankrupt, or be in any manner brought under the operation of any law in force for the time being relating to bankruptcy,

then and in any of the said cases this Order in Council, and every right, power, or privilege, may be revoked and determined by the Governor in Council, without any notice to the licensee or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the licensee, and to all persons concerned or interested, that this Order in Council, and the rights and privileges thereby conferred, have been revoked and determined; and upon such revocation the Minister may cause the said wharves to be removed, and may recover the costs incurred by any such removal from the licensee.

10. The construction of the wharves, or either of them, shall be deemed to be an acceptance by the licensee of the conditions of this Order in Council.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Defining Powers and Duties of Resident Commissioner, Cook Islands.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by subsection one of section five of "The Cook and other Islands Government Act, 1901," it is enacted that the Resident Commissioner appointed under the said Act shall have such powers and duties as may from time to time be determined by the Governor by Order in Council:

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 acting by and with the advice and consent of the Executive Council of the said colony, doth hereby order as follows:—

INTERPRETATION.

1. In this Order in Council, if not inconsistent with the context,—

"Minister" means the Minister in charge of the said Islands.

"The said Islands" means the Cook and other Islands (other than Niue) within the boundaries of the Colony of New Zealand, as defined by "The Cook and other Islands Government Act, 1901."

"Resident Commissioner" means the Resident Commissioner appointed under the said Act.

POWERS AND DUTIES OF THE RESIDENT COMMISSIONER.

2. The Resident Commissioner shall administer the government in the said Islands in accordance with the laws for the time being in force in the said Islands.

3. The Resident Commissioner shall have in the said Islands the following powers and duties:—

- (1.) To recommend to the Minister fit persons for appointment to any office in the said Islands, and generally to control all Government officers in the said Islands in the performance of their duties, and to make reports thereon from time to time to the Minister.
- (2.) In the event of the absence, disability, or death of any officer, to appoint temporarily a fit and proper person to act for such officer so absent, disabled, or dead. Such temporary appointment shall be immediately notified to the Minister.
- (3.) For fit and proper cause to suspend any officer from the performance of his duties. Such suspension shall be immediately notified to the Minister.

(4.) To exercise all powers conferred on "the Chief of the Government, with the approval of the British Resident," by virtue of the local laws of the said Islands in force for the time being.

4. The Resident Commissioner shall from time to time duly report in writing to the Minister all acts, matters, and things in connection with the administration of the Government, and other matters in the said Islands.

5. The Resident Commissioner shall, on the 31st day of March in each year, prepare a statement of the revenue and expenditure of the administration of the said Islands for the previous twelve months, and also an estimate of the revenue and expenditure for the next twelve months. Such statement and estimate shall, when prepared, be forwarded to the Minister, together with a general report for the previous twelve months.

6. The Resident Commissioner shall in all matters act in accordance with the instructions of the Governor or the Minister, as the case may be.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Setting apart Land under "The Workers' Dwellings Act, 1905."

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this first day of June, 1906.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

IN exercise and pursuance of the power and authority vested in me by section three of "The Workers' Dwellings Act, 1905," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, acting by and with the advice and consent of the Executive Council of the said colony, do hereby set apart the land described in the Schedule hereto for the purposes of "The Workers' Dwellings Act, 1905," and its amendment, the said land being land acquired and proclaimed under "The Land for Settlements Consolidation Act, 1900."

SCHEDULE.

PART OF LAWRY SETTLEMENT.

ALL that area in the Auckland Land District, containing by admeasurement 4 acres and 24 perches, more or less, being Lots Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19 of Lawry Settlement, and being part of Allotment No. 7A of Section No. 12, Suburbs of Auckland, situated in Otahuhu Survey District; as the same is delineated on the plan marked L. and S. 19340, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon coloured red.

G. C. SCHMIDT,
Acting Clerk of the Executive Council.

Appointing Commissioners to classify Pastoral Runs in Hawke's Bay Land District.

PLUNKET, Governor.

IN exercise and pursuance of the powers and authorities vested in me by the one hundred and eighty-ninth section of "The Land Act, 1892," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint

ERIC CHARLES GOLD SMITH,
CHARLES RICHARD BAINES, and
THOMAS HYDE

Commissioners to classify and report to me upon the rural lands in the Hawke's Bay Land District known as Runs Nos. 5, 12, and 14, as provided by section 189 of "The Land Act, 1892."

As witness the hand of His Excellency the Governor, this second day of June, one thousand nine hundred and six.

T. Y. DUNCAN,
Minister of Lands.

Rural Lands in Auckland Land District open for Sale or Selection.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities conferred upon me by section one hundred and thirty-six of "The Land Act, 1892," and section two of "The Bush and Swamp Crown Lands Settlement Act, 1903," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby declare and provide as follows, that is to say,—

1. The rural lands enumerated in the Schedules hereto are hereby set apart for disposal by way of sale or selection on and after the first day of August, one thousand nine hundred and six, at the respective prices specified in the said Schedules.

2. The said lands may be purchased for cash, or be selected for occupation with right of purchase, or on lease in perpetuity: provided that in the case of lands containing or supposed to contain any metal, mineral, or valuable stone, they shall be selected on lease in perpetuity only and shall not be purchased for cash.

3. For the purposes of "The Bush and Swamp Crown Lands Settlement Act, 1903," the lands enumerated in the First Schedule hereto shall be deemed to be "heavy-bush land," and the lands in the Second Schedule shall be deemed to be "scrub land."

4. No general rate shall be levied or collected by any local authority from the said lands for the period of four years in the case of heavy-bush land, and two years in the case of scrub land, from the date from which in each case respectively such lands are disposed of, and no local authority shall have power to levy or collect any such rate from such lands during such period.

5. After the first half-year's rent has been paid by the selector the further instalments of rent payable by him for a period of four years in the case of heavy-bush land, and two years in the case of scrub land, shall not be demanded: provided that if at any time during the first five years of his occupancy the selector disposes of his interest in the land the rent so conceded shall be paid by him in full, and thereupon the Land Board may remit such instalments of rent payable by the incoming tenant, not exceeding in the aggregate the amount of rent previously conceded to the selector, as the Board shall think fit.

SCHEDULES.

AUCKLAND 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 per Annum.	Half-yearly Rent.	Rent per Acre per Annum.	Half-yearly Rent.

FIRST SCHEDULE.

Second-class Heavy-bush Land.

					A.	R.	P.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Rotorua..	Rotorua ..	9	III	200 0 0	1	2	6	225	0	0	1	1	5	5	12	6	0	10	8	4	10	0

Weighted with £150 for milling timbers (chiefly rimu).

Altitude, from 1,150 ft. to 1,300 ft. above sea-level. Undulating land, with low hills; covered with mixed forest, comprising tawa, rimu, rata, and miro, with dense undergrowth of supplejack and scrub; soil fair, of light volcanic nature, resting on igneous formation; fairly well watered. Situated about twelve miles from Rotorua, nearly all by main coach-road.

Rotorua..	Rotorua ..	19	IV	203 2 0	1	2	6	223	18	9	1	1	5	5	14	6	0	10	8	4	11	7
" ..	" ..	20	"	202 0 38	1	7	6	277	15	0	1	4	5	6	18	10	1	1	2	5	11	1

Section 19 is weighted with £112 10s., and Section 20 with £134 1s., for milling timbers (chiefly rimu).

Altitude, from 1,100 ft. to 1,300 ft. above sea level. Section 19, undulating land; about 50 acres fern country, with some grass; balance forest, comprising tawa, rimu, rata, miro, and a little hinau, with undergrowth of supplejack and scrub; well watered. Section 20, undulating land; about 5 acres fern, with a little grass; balance forest, comprising tawa, with rimu, rata, and miro; fairly well watered. Soil on both sections of good quality, being of light volcanic nature, resting on igneous formation. Situated about fifteen miles from Rotorua; Section 19 about one mile off main road, and Section 20 fronting main coach-road.

Rotorua..	Rotorua ..	14	III	200 0 0	1	2	6	225	0	0	1	1	5	5	12	6	0	10	8	4	10	0
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Altitude, from 900 ft. to 1,300 ft. above sea-level. Undulating land, a little broken towards the river. About 35 acres open, with fern and koromiko; balance covered with heavy forest, chiefly tawa, rimu, rata, and miro. Soil of good quality, being of a light volcanic nature, resting on igneous formation; well watered. Situated about fifteen miles from Rotorua, half a mile off the main road by surveyed road.

Rotorua..	Rotorua ..	13	IV	157 0 0	1	7	6	215	17	6	1	4	5	5	7	11	1	1	2	4	6	4
" ..	" ..	14	"	206 0 0	1	2	6	231	15	0	1	1	5	5	15	10	0	10	8	4	12	8
" ..	" ..	15	"	261 2 0	1	0	0	261	10	0	1	0	0	6	10	9	0	9	6	5	4	8
" ..	" ..	17	"	204 0 0	1	2	6	229	10	0	1	1	5	5	14	9	0	10	8	4	11	10
" ..	" ..	18	"	329 2 0	1	0	0	329	10	0	1	0	0	8	4	9	0	9	6	6	11	10
" ..	" ..	22	"	164 2 0	1	5	0	205	12	6	1	3	5	2	10	1	0	0	0	4	2	10
" ..	" ..	23	"	130 0 0	1	7	6	178	15	0	1	4	5	4	9	5	1	1	2	3	11	6

Altitude, from 1,050 ft. to 1,330 ft. above sea-level. Section 13, low hills and undulating land, mostly forest, with fern clearings (about 10 acres); the forest contains tawa, rimu, rata, and miro, with dense undergrowth of supplejack and scrub; well watered; about thirteen miles from Rotorua. Section 14, undulating land; about 35 acres fern and scrub, balance heavy forest, comprising tawa, rimu, rata, and miro, with dense undergrowth of supplejack and scrub; well watered; situated thirteen miles from Rotorua and half a mile off main coach-road. Section 15, undulating land, with low hills; 60 acres fern and scrub, balance forest, comprising tawa, rimu, rata, and miro, with dense undergrowth of supplejack and scrub; well watered; situated fourteen miles from Rotorua and about a mile off main coach-road. Section 17, low hills and undulating land; 100 acres fern land; 100 acres heavy mixed forest, comprising tawa, rata, rimu, and miro, with dense undergrowth; situated about fourteen miles from Rotorua and near to main coach-road. Section 18, undulating and low hills for the most part, but somewhat broken on north-east; about one-half fern land, balance forest, consisting of tawa, rimu, rata, and miro; well watered; situated about fourteen miles from Rotorua. Section 22, low undulating hills; all heavy forest, chiefly tawa, rimu, and miro; poorly watered; situated about fourteen miles from Rotorua and fronting main coach-road. Section 23, low and undulating hills; some strips of grass and fern along main road, but nearly all heavy forest, chiefly tawa, rimu, miro, and a little hinau; poorly watered; about thirteen miles from Rotorua and fronting main coach-road. The soil on all these sections is of good quality, being of a light volcanic nature, resting on igneous formation. Ngongotaha Railway-station is from eight to nine miles from these sections by main coach-road.

Rotorua..	Rotorua ..	4	VIII	174 3 16	1	2	6	196	17	6	1	1	5	4	18	5	0	10	8	3	18	9
" ..	" ..	5	"	200 0 20	1	5	0	250	0	0	1	3	6	5	0	1	0	0	0	5	0	0
" ..	" ..	7	"	307 0 0	0	17	6	268	12	6	0	10	5	6	14	4	0	8	4	5	7	6

Altitude, from 1,150 ft. to 1,300 ft. above sea-level. Soil of light volcanic nature, generally of fair quality, but poor on the open. Section 4, mostly undulating, but flat on the west, and hilly towards the east; about 20 acres open fern and grass land; balance forest, mostly tawa, with rata, rimu, and miro; fairly well watered; situated about twelve miles from Rotorua and fronting the main coach-road. Section 5, flat and undulating land; about 30 acres fern land, balance

forest, comprising tawa, rata, rimu, and miro; badly watered; about eleven miles from Rotorua and fronting main coach-road. Section 7, mostly undulating, flat in parts; about one-half open country, growing fern, manuka, and grass, balance heavy forest, comprising tawa, rimu, and miro; badly watered; about ten miles from Rotorua, with long frontage to main coach-road. Ngongotaha Railway-station is distant from five to seven miles by coach-road.

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 per Annum.	Half-yearly Rent.	Rent per Acre per Annum.	Half-yearly Rent.

Rotorua..	Rotorua ..	8	VIII	A. R. P.	£ s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.
				184 0 0	1 0 0	184 0 0	1 0	4 12 0	0 9.6	3 18 8

Weighted with £150 for milling timber (chiefly rimu).
 Altitude, from 1,100 ft. to 1,300 ft. above sea-level. Undulating hills; all forest, comprising tawa, rimu, rata, and miro; soil of light volcanic nature, resting on igneous formation; well watered; general quality of section fairly good. Fronts main coach-road about twelve miles from Rotorua.

SECOND SCHEDULE.

Second-class Scrub Land.

Rotorua..	Rotorua ..	9	VIII	209 0 0	0 15 0	156 15 0	0 9	3 18 5	0 7.2	3 2 8
		10		295 0 0	0 15 0	221 5 0	0 9	5 10 7	0 7.2	4 8 6

Altitude, from 1,050 ft. to 1,300 ft. above sea-level. Section 9, mostly open fern hills, low and undulating, with a strip of forest on north side, mostly tawa; fairly well watered; situated ten miles from Rotorua, and five miles from Ngongotaha Railway-station, by main coach-road. Section 10, open fern land, undulating and low hills, a little broken on north-east corner; well watered; eleven miles from Rotorua, and six miles from Ngongotaha Railway-station, by formed road. The soil on these sections is of moderate quality, being of light volcanic nature, resting on igneous formation.

As witness the hand of His Excellency the Governor, this twenty-sixth day of May, one thousand nine hundred and six.

JAMES MCGOWAN,
 For Minister of Lands.

Rural Lands in Taranaki Land District open for Sale or Selection.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities conferred upon me by the one-hundred-and-thirty-sixth section of "The Land Act, 1892," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, having received the report of the Surveyor-General in this behalf, as in the said section is provided, do hereby declare that the rural lands described in the Schedule hereto shall be open for sale or selection on and after the eighth day of August, one thousand nine hundred and six; and also that the lands mentioned in the said Schedule 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, or, in respect of any land containing or supposed to contain any metal, mineral, or valuable stone, be selected on lease in perpetuity only; and I do hereby also fix the prices at which the said lands shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be sold, occupied, or leased under and subject to the provisions of "The Land Act, 1892."

SCHEDULE.

TARANAKI LAND DISTRICT.

Second-class Land.

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 per Annum.	Half-yearly Rent.	Rent per Acre per Annum.	Half-yearly Rent.

Patea ..	Kapara ..	7	V	A. R. P.	£ s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.
				1,213 0 0	7 6	454 17 6	0 4.5	11 7 6	0 3.6	9 2 0

Weighted with £90, valuation for felling and grassing 50 acres.
 Situated on the Mataimoana Road. Access from Waverley, about twenty-three miles distant, twenty miles of which is formed dray-road, remainder horse-road. Rough, broken, grazing-country; forest consists of tawa, rimu, rata, and black-birch, with dense undergrowth. Good soil, on papa formation; well watered. Elevation, 300 ft. to 1,600 ft. above sea-level.

Patea ..	Kapara ..	9	VI	1,700 0 0	7 6	637 10 0	0 4.5	15 18 9	0 3.6	12 15 0
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Weighted with £438, for felling and grassing 219 acres at back of section.
 Situated on Weraweraonga and Ridge Roads, about twenty miles from Waverley or Waitotara. Access by formed dray-road for about fifteen miles, remainder a bridle-road. The land generally is rough and hilly, in parts steep and broken; covered with a heavy forest of rata, rimu, kahikatea, and birch on tops of ridges; undergrowth of karewa, mahoe, &c. The soil is of good quality, resting on a papa-and-sandstone formation; well watered.

As witness the hand of His Excellency the Governor, this first day of June, one thousand nine hundred and six.

T. Y. DUNCAN,
 Minister of Lands.

Rural Lands in Taranaki Land District open for Sale or Selection.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities conferred upon me by section one hundred and thirty-six of "The Land Act, 1892," and section two of "The Bush and Swamp Crown Lands Settlement Act, 1903," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby declare and provide as follows, that is to say:—

1. The rural lands enumerated in the Schedule hereto are hereby set apart for disposal by way of sale or selection on and after the eighth day of August, one thousand nine hundred and six, at the respective prices specified in the said Schedule.

2. The said lands may be purchased for cash, or be selected for occupation with right of purchase, or on lease in perpetuity: provided that in the case of lands containing or supposed to contain any metal, mineral, or valuable stone, they shall be selected on lease in perpetuity only and shall not be purchased for cash.

3. For the purposes of "The Bush and Swamp Crown Lands Settlement Act, 1908," the lands enumerated in the said Schedule hereto shall be deemed to be "heavy-bush land."

4. No general rate shall be levied or collected by any local authority from the said lands for a period of four years from the date from which in each case respectively such lands are disposed of, and no local authority shall have power to levy or collect any such rate from such lands during such period.

5. After the first half-year's rent has been paid by the selector the further instalments of rent payable by him for a period of four years shall not be demanded: provided that if at any time during the first five years of his occupancy the selector disposes of his interest in the land the rent so conceded shall be paid by him in full, and thereupon the Land Board may remit such instalments of rent payable by the incoming tenant, not exceeding in the aggregate the amount of rent previously conceded to the selector, as the Board shall think fit.

SCHEDULE.

TARANAKI LAND DISTRICT.

Second-class Heavy-bush Land.

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 per Annum.	Half-yearly Rent.	Rent per Acre per Annum.	Half-yearly Rent.

Patea .. | Kapara .. | 3 | I | A. R. P. s. d. | £ s. d. | s. d. | £ s. d. | s. d. | £ s. d.
 1,350 0 0 | 7 6 | 506 5 0 | 0 4 5 | 12 13 2 | 0 3 6 | 10 2 6
 Situated on the Rawhitiroa Road; access from Eltham or Waitotara, distant from the latter about thirty-six miles; access by formed dray-road to within a mile of section. Hilly and broken country, wholly covered with forest, consisting of tawa, rimu, rata, and black-birch on highest ridges; formation, papa with sandstone and shell-rock; well watered. Elevation, 400 ft. to 1,580 ft.

Patea .. | Kapara .. | 1 | V | 550 1 19 | 7 6 | 206 7 6 | 0 4 5 | 5 3 3 | 0 3 6 | 4 2 7
 Situated on the Waitotara Valley Road, about thirty-five miles from Waitotara by a dray-road. Rough section, broken pastoral land; forest of tawa, rata, rimu, and black-birch, and dense undergrowth; soil fair, on papa formation; well watered.

Patea .. | Kapara .. | 2 | V | 952 0 0 | 7 6 | 357 0 0 | 0 4 5 | 8 18 6 | 0 3 6 | 7 2 10
 Situated on Ridge Road, but access from Waverley, twenty-six miles by the Mataimoana Road, which joins Ridge Road at section: of the twenty-six miles, twenty miles is formed dray-road, three miles is horse-road, and the remainder a surveyed road only. Rough, broken grazing-country, covered with a forest of tawa, rata, rimu, and black-birch, with dense undergrowth; soil good, on a papa formation; well watered.

Patea .. | Kapara .. | 8 | V | 748 0 0 | 7 6 | 280 10 0 | 0 4 5 | 7 0 3 | 0 3 6 | 5 12 3
 Situated on Mataimoana Road; access from Waverley, distant twenty-five miles—twenty miles formed dray-road, three miles horse-road, and remainder a surveyed road only. Rough, broken grazing-country; soil good, papa formation; well watered; forest of tawa, rata, rimu, and black-birch, with dense undergrowth. Elevation, 600 ft. to 1,480 ft.

Patea .. | Kapara .. | 9 | V | 1,203 0 0 | 7 6 | 451 2 6 | 0 4 5 | 11 5 7 | 0 3 6 | 9 0 6
 Situated on Ridge Road; access from Waverley, distant about eighteen miles, twelve miles being formed dray-road, thence by a bridle-road to within about four miles. Hilly and broken country, wholly covered with forest, consisting of tawa, rimu, and black-birch on highest ridges; formation papa; well watered. Elevation, 500 ft. to 1,500 ft.

Patea ..	Kapara ..	5	IX	335 0 0	7 6	125 12 6	0 4 5	3 2 10	0 3 6	2 10 3
" ..	" ..	11	"	414 0 0	7 6	155 5 0	0 4 5	3 17 8	0 3 6	3 2 2
" ..	" ..	12	"	547 0 0	7 6	205 2 6	0 4 5	5 2 7	0 3 6	4 2 1
" ..	" ..	13	"	307 0 0	7 6	115 2 6	0 4 5	2 17 7	0 3 6	2 6 1
" ..	" ..	14	"	330 0 0	7 6	123 15 0	0 4 5	3 1 11	0 3 6	2 9 6
" ..	" ..	4	X	922 0 0	7 6	345 15 0	0 4 5	8 12 11	0 3 6	6 18 4
" ..	" ..	1	XIII	447 0 0	7 6	167 12 6	0 4 5	4 3 10	0 3 6	3 7 1
" ..	" ..	2	"	570 0 0	7 6	213 15 0	0 4 5	5 6 11	0 3 6	4 5 6
" ..	Opaku ..	5	XVI	450 0 0	7 6	168 15 0	0 4 5	4 4 5	0 3 6	3 7 6

This land adjoins the settled districts contiguous to Waverley and Patea. The section in Opaku Survey District is accessible from Waverley via Motoroa and Okotuku Roads, also via Okahutiria Road. The Kapara sections are from sixteen to twenty-two miles distant from Momohaki Railway-station via Weraweraonga Road, eleven miles of which is dray-road, and the remainder bridle-track; also via Ridge and Mangawhio Roads, eighteen miles being a dray-road. Section 1, Block XIII, Kapara Survey District, has also a frontage to Omahire Road, distant about thirteen miles from Waverley, ten miles being dray-road. The block, generally speaking, is rough, but of fair quality of soil, and owing to the difficulty of getting homestead-sites it is only suitable for settlement in large areas. The valleys near the south end of the block are about 1,000 ft. below the ridges. Throughout the block the slopes are steep and the gullies generally gorgy; the formation is papa; the timber consists mostly of rata, tawa, hinau, with birch on the ridges, and the usual undergrowth.

Patea .. | Kapara .. | 1 | X | 1,180 0 0 | 7 6 | 442 10 0 | 0 4 5 | 11 1 3 | 0 3 6 | 8 17 0
 Situated on Ridge Road about twenty miles from Waitotara, by dray-road for ten miles, remainder bridle-track. All forest, broken pastoral land, papa formation; the higher ridges are capped by a soft tufa micaceous sandstone. The hills range from 700 ft. to 1,000 ft. above the Waitotara River.

Patea .. | Opaku .. | 7 | XII | 870 0 0 | 10 0 | 435 0 0 | 0 6 | 10 17 6 | 0 4 8 | 8 14 0
 Situated on the Mataimoana Road; access from Waverley by dray-road to within half a mile of section, remainder a good bridle-track. All rough pastoral land, covered with a mixed forest of tawa, rata, hinau, and a little birch on spurs; soil fair, on papa formation; well watered.

Patea .. | Opaku .. | 9, 12 | XII | 569 0 0 | 7 6 | 213 7 6 | 0 4 5 | 5 6 9 | 0 3 6 | 4 5 5
 Situated on the Oma Road; access from Waverley, about fifteen miles distant, by the Weraweraonga Road, eleven miles dray-road, and the remainder bridle-track. Rough pastoral country, rather broken, wholly covered with a forest of tawa, rata, hinau, with some birch on ridges, and the usual undergrowth. Soil is fair to good, resting on a papa formation; well watered.

As witness the hand of His Excellency the Governor, this first day of June, one thousand nine hundred and six.

T. Y. DUNCAN,
 Minister of Lands.

Notifying Lands in Wellington Land District for Sale by Public Auction.

PLUNKET, Governor.

IN pursuance of the powers and authorities conferred upon me by the one-hundred-and-thirteenth section of "The Land Act, 1892," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint Wednesday, the eleventh day of July, one thousand nine hundred and six, as the time at which the lands enumerated in the Schedule hereto shall be sold by public auction; and I do hereby fix the prices at which the said lands shall be sold as those mentioned in the said Schedule hereto opposite the description of such lands respectively.

SCHEDULE.

WELLINGTON LAND DISTRICT.—TOWN OF WAIOURU.

Section.	Block.	Area.	Upset Price.
<i>Town Lands.</i>			
		A. R. P.	£ s. d.
1	I	0 0 33	17 10 0
2	"	0 1 0	15 0 0
4	"	0 1 0	12 10 0
5	"	0 1 0	12 10 0
6	"	0 1 0	15 0 0
1	II	0 1 0	17 10 0
2	"	0 1 0	15 0 0
3	"	0 1 0	15 0 0
6	"	0 2 0	10 0 0
8	"	0 2 0	10 0 0
9	"	0 2 0	10 0 0
10	"	0 2 0	10 0 0
11	"	0 1 37	15 0 0
12	"	0 1 30	10 0 0
13	"	0 1 0	15 0 0
14	"	0 1 0	12 10 0
15	"	0 1 0	7 10 0
17	"	0 1 0	5 0 0
18	"	0 1 0	5 0 0
20	"	0 1 0	5 0 0
21	"	0 1 0	5 0 0
22	"	0 1 0	5 0 0
23	"	0 1 0	5 0 0
24	"	0 1 0	5 0 0
25	"	0 1 0	5 0 0
26	"	0 1 0	7 10 0
27	"	0 1 0	15 0 0
1	III	0 2 38	15 0 0
2	"	0 2 30	13 15 0
3	"	0 1 0	15 0 0
4	"	0 1 0	10 0 0
5	"	0 1 0	5 0 0
6	"	0 1 0	5 0 0
1	IV	0 1 14	10 0 0
2	"	0 1 0	7 10 0
3	"	0 1 0	5 0 0
4	"	0 1 0	5 0 0
5	"	0 1 0	5 0 0
6	"	0 1 0	5 0 0
7	"	0 1 0	5 0 0
8	"	0 1 0	5 0 0
9	"	0 1 0	5 0 0
10	"	0 1 0	5 0 0
11	"	0 1 0	5 0 0
12	"	0 1 0	5 0 0
1	V	0 1 0	5 0 0
2	"	0 1 0	5 0 0
3	"	0 1 0	5 0 0
4	"	0 1 0	5 0 0
5	"	0 1 0	5 0 0
7	"	0 1 0	5 0 0
8	"	0 1 0	5 0 0
9	"	0 1 0	5 0 0
10	"	0 1 0	5 0 0
11	"	0 1 0	5 0 0
12	"	0 1 8	5 0 0
<i>Suburban Lands.</i>			
7	III	1 0 0	7 10 0
9	"	1 0 0	7 10 0
14	IV	6 1 10	13 0 0
17	"	10 3 35	22 0 0

Waiouru Township is situated on the proposed North Island Main Trunk Railway line, about twenty-one miles from the present railway terminus at Taihape, and about forty-four miles south of Tokaanu.

The construction of the railway is now in course of progress in the immediate vicinity of Waiouru. The main tourist route from Pipiriki to Tokaanu passes through the township.

The sections comprise open pumice land, covered with tussock.

Surrounding the township are the Murimotu Plains, the foot of Mount Ruapehu being about ten miles distant.

As witness the hand of His Excellency the Governor, this first day of June, one thousand nine hundred and six.

T. Y. DUNCAN,
Minister of Lands.

Notifying Lands in Auckland Land District for Sale by Public Auction.

PLUNKET, Governor.

IN pursuance of the powers and authorities conferred upon me by the one-hundred-and-thirteenth section of "The Land Act, 1892," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint Friday, the third day of August, one thousand nine hundred and six, as the time at which the lands enumerated in the Schedule hereto shall be sold by public auction; and I do hereby fix the prices at which the said lands shall be sold as those mentioned in the said Schedule hereto opposite the description of such lands respectively.

SCHEDULE.

AUCKLAND LAND DISTRICT.—VILLAGE OF KAKAHI.

Village Lands.

Section.	Block.	Area.	Upset Price.	Section.	Block.	Area.	Upset Price.
		A. R. P.	£ s. d.			A. R. P.	£ s. d.
1	I	0 2 17	4 0 0	7	III	0 1 20	2 10 0
2	"	0 3 1	4 10 0	9	"	0 1 15	2 10 0
3	"	0 1 19	2 15 0	11	"	0 1 19	2 10 0
5	"	0 2 0	2 5 0	12	"	0 2 0	2 0 0
6	"	0 3 10	3 15 0	14	"	0 2 0	2 0 0
7	"	0 2 0	2 0 0	1	IV	0 1 22	2 15 0
8	"	0 2 39	3 10 0	2	"	0 1 32	2 0 0
9	"	0 2 0	2 0 0	4	"	0 2 0	2 10 0
10	"	0 2 17	3 0 0	5	"	0 2 0	2 10 0
11	"	0 2 0	2 0 0	6	"	0 2 0	2 10 0
12	"	0 1 35	2 10 0	7	"	0 2 0	2 10 0
13	"	0 2 0	2 0 0	8	"	0 2 0	2 10 0
2	II	0 1 16	2 0 0	9	"	0 2 0	2 10 0
4	"	0 2 0	2 10 0	10	"	0 2 0	2 10 0
5	"	0 2 0	3 0 0	11	"	0 2 0	2 10 0
6	"	0 2 0	2 10 0	16	"	0 2 0	2 0 0
7	"	0 2 0	3 0 0	17	"	0 2 0	2 0 0
8	"	0 2 0	2 0 0	18	"	0 2 0	2 0 0
5	III	0 1 34	2 10 0	19	"	0 2 0	2 0 0
6	"	0 2 0	2 10 0				

Kakahi Village is situated on the Tauranga-Rotorua Main Road, about thirteen miles from Rotorua, and about eight miles from Ngongotaha Railway-station. The land is at present covered with heavy mixed forest.

As witness the hand of His Excellency the Governor, this twenty-sixth day of May, one thousand nine hundred and six.

JAMES MCGOWAN,
For Minister of Lands.

Warrant vesting Control of the Bridge over the Oroua River at the Rongotea-Longburn Road, and of the Protective Works, in the Manawatu County Council, and apportioning the Cost of Maintenance of the same between the Manawatu and Kairanga County Councils.

PLUNKET, Governor.

WHEREAS by section one hundred and nineteen of "The Public Works Act, 1905" (hereinafter termed "the said Act"), it is, *inter alia*, enacted that the Governor may, by Warrant under his hand publicly notified and gazetted, direct that any bridge already constructed, or which may hereafter be constructed, over or across any river or arm of the sea respectively shall, from and after a date to be fixed in such Warrant, be under the exclusive care, control, and management of such local authority as shall be mentioned in that behalf in such Warrant; and may by any such Warrant as aforesaid fix and determine whether all or any, and if so what part, of the cost, whether theretofore incurred or thereafter to be incurred, of maintaining, repairing, improving, or reconstructing any such bridge is to be provided and paid by the local authority or local autho-

rities; and may by any such Warrant as aforesaid direct how, when, and to whom any such payment is to be made:

And whereas it is expedient to make provision under the said Act for the purposes and in the manner hereinafter set forth:

Now, therefore, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, in pursuance and in exercise of the powers and authority vested in me by the said Act, and of all other powers and authorities in anywise enabling me in this behalf, do hereby direct that the bridge and protective works described in the Schedule hereto shall, from and after the date of this Warrant, be under the exclusive care and control and management of the Council of the County of Manawatu; and in further pursuance of the aforesaid powers and authorities I do hereby fix and determine that the cost of maintaining, repairing, improving, or reconstructing the said bridge and protective works shall, as from the second day of April, one thousand nine hundred and six, be borne by the Council of the County of Manawatu in the proportion of one-half, and the Council of the County of Kairanga in the proportion of one-half, of the said cost respectively.

And I do hereby also further direct that any contribution hereby required to be made as aforesaid by the Council of the County of Kairanga shall be paid from time to time in the proportion hereinbefore prescribed out of the funds of the said county, within a period of thirty days after demand in writing made by or on behalf of the Council of the County of Manawatu, and such payments shall be made from time to time to the Clerk of that Council for and on account of such Council.

SCHEDULE.

THAT bridge over the Oroua River, situated in the Land District of Wellington, on the line of road known as the Rongotea-Longburn Road, leading from Longburn to Rongotea, and adjacent to Sections Nos. 7 and 11, Block V, Kairanga Survey District; as the site of the said bridge and protective works are more particularly described on the plan marked R. 7317, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District, and thereon shown in red colour.

As witness the hand of His Excellency the Governor, this first day of June, one thousand nine hundred and six.

WM. HALL-JONES,
Minister for Public Works.

Trustees for the Raetihi Public Cemetery appointed.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities vested in me by the forty-fifth section of "The Cemeteries Act, 1882," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint the local authority specified in the first column of the Schedule hereto to have the control and management of the public cemetery specified in the second column of the said Schedule.

SCHEDULE.

Local Authority.	Name of Public Cemetery, and Description of Land.
	RAETIHI.
Waimarino County Council	All that area in the Wellington Land District, containing by admeasurement 6 acres 3 roods, more or less, being Section No. 30, Block VI, Makotuku Survey District. Bounded towards the north by Section No. 29; towards the north-east and south-east generally by a road reserve along the Makotuku Stream; towards the south by Section No. 22; and towards the south-west by the Makotuku Valley Road: as the same is delineated on the plan marked L. and S. 23952, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon coloured red.

As witness the hand of His Excellency the Governor, this first day of June, one thousand nine hundred and six.

T. Y. DUNCAN,
Minister of Lands.

Postmaster appointed to take and receive Statutory Declarations.

PURSUANT to the authority conferred upon me by the eighth section of "The Justices of the Peace Act Amendment Act, 1888," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby notify and declare that

PETER MURRAY,

being a person holding the office of Postmaster under "The Post Office Act, 1900," at Owkata, is authorised to take and receive statutory declarations under the two-hundred-and-thirty-fourth section of "The Justices of the Peace Act, 1882."

As witness my hand, this twenty-ninth day of May, one thousand nine hundred and six.

PLUNKET, Governor.

Ranger under the Animals Protection Acts, Whangarei, appointed.

Colonial Secretary's Office,
Wellington, 29th May, 1906.

HIS Excellency the Governor has been pleased to appoint

MARTIN JAMES NASH

to be a Ranger under "The Animals Protection Act, 1880," and the Acts amending the same, for the District of Whangarei.

ALBERT PITT,
Acting Colonial Secretary.

Inspector of Weights and Measures, Borough of Gisborne and Counties of Cook and Waiapu, appointed.

Colonial Secretary's Office,
Wellington, 29th May, 1906.

HIS Excellency the Governor has been pleased to appoint

Constable JOHN THOMAS IRWIN

to be an Inspector of Weights and Measures under "The Weights and Measures Act, 1903," for the Borough of Gisborne and the Counties of Cook and Waiapu, vice Constable Henry Thomas Dell, transferred.

ALBERT PITT,
Acting Colonial Secretary.

Inspector of Weights and Measures, Borough of Palmerston North, &c., appointed.

Colonial Secretary's Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to appoint

Constable JOHN MURDOCK MCRAE

to be an Inspector of Weights and Measures under "The Weights and Measures Act, 1903," for the Borough of Palmerston North and the Counties of Manawatu and Kairanga, vice Constable Patrick Minogue, resigned.

ALBERT PITT,
Acting Colonial Secretary.

Deputy Registrars of Marriages, &c., appointed.

Colonial Secretary's Office,
Wellington, 2nd June, 1906.

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

Name.	District.
HAROLD LINCOLN SLXFIELD	Mercury Bay.
JOHN RITCHE BOSWELL	Malvern.
ALBERT GEORGE SEELEN	Akaroa.
ARCHIBALD HENRY SHANKS	Mahurangi.

ALBERT PITT,
Acting Colonial Secretary.

Cadets in the Treasury appointed.

The Treasury,
Wellington, 5th June, 1906.

HIS Excellency the Governor has been pleased to appoint

ARCHIBALD MACDONALD and
JOHN WILLIAM DOWLING

to be cadets in the Treasury Department, under section 4 of "The Civil Service Reform Act, 1886," as from the 28th May, 1906, and the 1st June, 1906, respectively.

WM. HALL-JONES,
For Colonial Treasurer.

Officer dismissed.

Post and Telegraph Department,
General Post Office,
Wellington, 30th May, 1906.

HIS Excellency the Governor has been pleased to dismiss from the public service

CHARLES HEGARTY,

lately Assistant and Letter-carrier at New Brighton.

ALBERT PITT,
Acting Postmaster-General.

Licensing Officer under "The Arms Act, 1880," appointed.

Police Department,
Wellington, 29th May, 1906.

HIS Excellency the Governor has been pleased to appoint

Constable JAMES FITZPATRICK,

of the New Zealand Police Force, to be a Licensing Officer under "The Arms Act, 1880."

JAMES MCGOWAN.

Shorthand-writer and Typist appointed.

Roads Department,
Wellington, 6th June, 1906.

HIS Excellency the Governor has been pleased to appoint

LEONARD EDWIN JOHNSON

to be a Shorthand-writer and Typist in the Department of Roads, as from the 1st day of April, 1906.

WM. HALL-JONES,
Minister for Public Works.

Cadet in Lands and Survey Department appointed.

Department of Lands and Survey,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to appoint

FRANK RUPERT BURNLEY

to be a draughting cadet in the Department of Lands and Survey, as from the 24th day of October, 1905.

T. Y. DUNCAN,
Minister of Lands.

Members of Poukiore Domain Board appointed.

Department of Lands and Survey,
Wellington, 1st June, 1906.

HIS Excellency the Governor has, in pursuance of section 3 of "The Domain Boards Act, 1904," been pleased to appoint

WILLIAM DALRYMPLE BELL and
DUNCAN WILLIAMSON

to be members of the Poukiore Domain Board, in the place of Martin Tierney and John Mason, resigned.

T. Y. DUNCAN,
Minister of Lands.

Cadet in Lands and Survey Department appointed.

Department of Lands and Survey,
Wellington, 2nd June, 1906.

HIS Excellency the Governor has been pleased to appoint

VALENTINE BLAKE

to be a draughting cadet in the Department of Lands and Survey, as from the 11th day of December, 1905.

T. Y. DUNCAN,
Minister of Lands.

Trustees of Raetihi Public Cemetery resigned.

Department of Lands and Survey,
Wellington, 1st June, 1906.

HIS Excellency the Governor has accepted the resignation of

ALEXANDER STEPHEN BENNETT and
SAMWARD INGRAM

as Trustees of Raetihi Public Cemetery.

T. Y. DUNCAN,
Minister of Lands.

Inspector under "The Slaughtering and Inspection Act, 1900," resigned.—Notice No. 1036.

Department of Agriculture,
Wellington, 5th June, 1906.

IT is hereby notified for public information that

VERNON ANNADALE BANKES, M.R.C.V.S.,

has resigned, as from 31st May, 1906, the appointment held by him as Inspector under "The Slaughtering and Inspection Act, 1900."

T. Y. DUNCAN,
Minister for Agriculture.

Volunteer Officers promoted.

Defence Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to approve of the promotion of the undermentioned officers:—

No. 8 Company, New Zealand Garrison Artillery Volunteers (Ponsonby Naval Artillery Volunteers).

Lieutenant George Henry Forbes to be Captain. Date of commission, 19th March, 1906.

No. 9 Company, New Zealand Garrison Artillery Volunteers (Devonport Coastguard Artillery Volunteers).

Lieutenant William Henry Hazard to be Captain. Date of commission, 7th March, 1906.

5th Battalion, Wellington (Centre or Ruahine) Rifle Volunteers.
Major John Drummond to be Lieutenant-Colonel. Date of commission, 15th December, 1905.

Clutha Mounted Rifle Volunteers.

Lieutenant Robert Renton Grigor to be Captain. Date of commission, 7th March, 1906.

Auckland Mounted Rifle Volunteers.

Lieutenant James Henry Whyte to be Captain. Date of commission, 7th March, 1906.

Tuapeka Mounted Rifle Volunteers.

Lieutenant John Kinnison Smith to be Captain. Date of commission, 7th March, 1906.

Wakatipu Mounted Rifle Volunteers.

Lieutenant Philip Aldborough de la Perelle to be Captain. Date of commission, 7th March, 1906.

ALBERT PITT,
For Minister of Defence.

Volunteer Officers appointed.

Defence Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to approve of the following appointments:—

B Battery, New Zealand Field Artillery Volunteers.

Frank William Grahame Herdman to be Lieutenant. Date of commission, 7th March, 1906.

Wairoa Mounted Rifle Volunteers.

James McGregor Elmslie to be Lieutenant. Date of commission, 7th March, 1906.

ALBERT PITT,
For Minister of Defence.

Volunteer Officer resigned, and posted to Retired List.

Defence Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to accept the resignation of the commission held by

Captain (Pay- and Quarter-master) GEORGE COCK, V.D.,
4th Battalion, Wellington (Taranaki) Rifle Volunteers,
and to approve that he be posted to the Retired List, with rank of Captain, and with effect from 5th May, 1906.

ALBERT PITT,
For Minister of Defence.

Volunteer dismissed.

Defence Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to approve, under clause 50 of "The Defence Act, 1886," of the dismissal of

No. 122, Lance-Corporal ARTHUR JOSEPH BUSH, of the No. 2 Company, New Zealand Field Hospital and Bearer Corps Volunteers,

he having been convicted, at Dunedin, of an offence against the civil law. Dismissal to date from 18th May, 1906.

ALBERT PITT,
For Minister of Defence.

Appointment of Additional Trustees, Oamaru Drill-shed Reserve.

Defence Office,
Wellington, 1st June, 1906.

HIS Excellency the Governor has been pleased to approve, under "The Volunteer Drill-sheds and Lands Act, 1888," "The Volunteer Drill-sheds and Lands Trustees Validation Act, 1890," and "The Oamaru Volunteer Drill-shed Site Act, 1905," of the appointment of

Lieutenant-Colonel JOSEPH COWIE NICHOLS, No. 1 Battalion, Otago Mounted Rifle Volunteers; and
Surgeon-Captain JAMES WHITTON, M.D., 3rd Battalion, Otago Rifle Volunteers,

as additional Trustees of the Oamaru Drill-shed Reserve. Appointments to date from 2nd May, 1906.

ALBERT PITT,
For Minister of Defence.

Public-school Cadet Detachments recognised.

Education Department,
Wellington, 6th June, 1906.

THE undermentioned public-school cadet detachments are recognised under the regulations published in the *New Zealand Gazette* of the 18th February, 1904:—

Wanganui Education District.

The Mataroa Public School Cadet Detachment.
The Waverley Public School Cadet Detachment.

Wellington Education District.

The Wadestown Public School Cadet Detachment.

Nelson Education District.

The Spring Grove Public School Cadet Detachment.

WM. HALL-JONES,
For Minister of Education

Special Order made by the Council of the County of Horowhenua.

The Treasury,
Wellington, 2nd June, 1906.

THE following special order, made by the Horowhenua County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

ALBERT PITT,
For Colonial Treasurer.

NIKAU SPECIAL-RATING DISTRICT.

Copy of Special Order.

SPECIAL ORDER made at special meeting held on the 10th day of March, 1906:—

That, in pursuance and exercise of the powers vested in it in that behalf relating to special orders and "The Local Bodies' Loans Act, 1901," and the several amendments thereof, the Horowhenua County Council hereby resolves as follows: That, for the purpose of providing interest (at 4 per cent.) and other charges on a loan of £750, authorised to be raised by the Horowhenua County Council, under the provisions of "The Local Bodies' Loans Act, 1901," clause 14, subsection (4), for the purpose of constructing Nikau, Pukatea, Toitoto, Matipo, and Manuka Streets in the Nikau Special-rating District, comprised in the following sections—83, 85, 87/94, 109/11, B. V, Arawaru, 21 acres 3 roods 16 perches; Sections 112/16 B. V, Arawaru, 23 acres; 95/108, B. V, Arawaru, 14 acres; Sections 131, 132, 134, 136, B. V, Arawaru, 17 acres; Sections 138, 140, 142, B. V, Arawaru, and Section 56, Makerua Estate, 200 acres; part Makerua Estate, 260 acres; 49, Makerua Estate, 127 acres 3 roods 30 perches; Sections 69, 71, 73, 75, 77, 79, B. V, Arawaru, 6 acres; and 48, Makerua Estate, 135 acres 3 roods—the said Horowhenua County Council hereby makes and levies a special rate of 1 $\frac{3}{4}$ d. in the pound upon the rateable valuation of all rateable properties in the Nikau Special-rating District, or as more particularly set forth in the ratepayers' consent and plan: and that such special rate shall be an annually recurring rate during the currency of such loan, and be payable on the 1st day of June in each and every year during the currency of such loan, being a period of forty-one years, or until the loan is fully paid off. This special order to be confirmed at a subsequent meeting to be held on the 14th day of April, 1906.

I certify the above to be a copy of the special order made on the date above mentioned.

J. McCULLOCH,
Clerk to Council.

NIKAU SPECIAL-RATING DISTRICT.

Confirmation of Special Order, 14th April, 1906.

That the special order made on the 10th day of March, 1906, making a special rate of 1 $\frac{3}{4}$ d. in the pound upon the rateable valuation of all rateable properties in the Nikau Special-rating District for a loan of £750, for the purpose of constructing Nikau, Toitoto, Pukatea, Matipo, and Manuka Streets in the said special district as previously stated and published, be now confirmed.

I certify the above to be a copy of the resolution passed on the 14th day of April confirming the special order made on the 10th day of March, 1906.

Special Order made by the Council of the County of Kiwitea.

The Treasury,
Wellington, 2nd June, 1906.

THE following special order, made by the Kiwitea County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

ALBERT PITT,
For Colonial Treasurer.

KIWITEA COUNTY COUNCIL.

Special Order.

PROPOSED by Councillor Fowler, seconded by Councillor E. Short:—

That, in pursuance and exercise of the powers vested in them in that behalf by "The Local Bodies' Loans Act, 1901," the Kiwitea County Council do hereby resolve as follows: That, for the purpose of providing interest and other charges on a loan of £900, authorised to be raised by the Kiwitea County Council, under the provisions of "The Local Bodies' Loans Act, 1901," and subsection (c) of section 8 of "The Local Bodies' Loans Amendment Act, 1903," for the purpose of providing three-fourths of the cost of constructing Coulter's Line from the junction with Kimbolton Road to the Oroua River, the said Kiwitea County Council do hereby make and levy a special rate of 1 $\frac{3}{4}$ d. in the pound upon the rateable valuation of all rateable property of the Coulter's Line Special-rating District, comprising Sections 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 230, Block VIII, Oroua S.D.; 199, 200, 201, 202, 235, 237, Block IV, Oroua S.D.; 229, 231, 232, 233, 234, 236, 238, 240, 242, 244, Block V, Pohangina S.D.; 239, 241, 243, 245, 246, 247, 248,

249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, part 265 (100 acres), Block I, Pohangina S.D.: and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the 1st day of April and the 1st day of October in each and every year during a period equal to the currency of such loan, being a period of forty-one years, or until the loan is fully paid off.

The cost of raising the loan and the interest for the first year shall be paid out of the aforesaid sum of £900.

I, Hilton Fowler, Chairman of the Kiwitea County Council, do hereby certify that the above is a true copy of the special order adopted at a special meeting of the above Council held on the 21st day of April, 1906, and confirmed at a special meeting held on the 19th day of May, 1906.

H. FOWLER,
Chairman.

Special Order made by the Council of the County of Kiwitea.

The Treasury,
Wellington, 2nd June, 1906.

THE following special order, made by the Kiwitea County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

ALBERT PITT,
For Colonial Treasurer.

KIWITEA COUNTY COUNCIL.

Special Order.

PROPOSED by Councillor Fowler, seconded by Councillor Hockly:—

That, in pursuance and exercise of the powers vested in them in that behalf by "The Local Bodies' Loans Act, 1901," the Kiwitea County Council do hereby resolve as follows: That, for the purpose of providing the interest and other charges on a loan of £650, authorised to be raised by the Kiwitea County Council, under the provisions of "The Local Bodies' Loans Act, 1901," and subsection (c) of section 8 of "The Local Bodies' Loans Amendment Act, 1903," for the purpose of constructing the unmetalled portions of Haggerty Street, London Street, Grammar Street, Waugh Street, Lind Street, Henderson Street, and Flyger Street, Kimbolton Township, the said Kiwitea County Council do hereby make and levy a special rate of 3d. in the pound upon the rateable valuation of all rateable property of the Fowler's Special-rating District, comprising Sections 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22, 23, 26, 27, 57, 58, 59, 60, 61, 62, 63, 65, 67, 68, 69, 70, 72, 73, 74, 75, 76, 77, 78, 79, 80, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, Kimbolton Township, Block XIII, Apiti S.D.; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, Suburban Kimbolton Township, Block XIII, Apiti S.D.; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, part 47, Kimbolton Township Extension, part Section 1, Block XIV, Apiti S.D., and part Section 1, Block XIV, Apiti S.D.: and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the 1st day of April and the 1st day of October in each and every year during a period equal to the currency of such loan, being a period of forty-one years, or until the loan is fully paid off.

The cost of raising the loan and the interest for the first year shall be paid out of the aforesaid sum of £650.

I, Hilton Fowler, Chairman of the Kiwitea County Council, do hereby certify that the above is a true copy of the special order adopted at a special meeting of the above Council held on the 21st day of April, 1906, and confirmed at a special meeting held on the 19th day of May, 1906.

H. FOWLER,
Chairman.

Special Order made by the Council of the County of Mackenzie.

The Treasury,
Wellington, 6th June, 1906.

THE following special order, made by the Mackenzie County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

ALBERT PITT,
For Colonial Treasurer.

COUNTY OF MACKENZIE.

Special Order making Special Rate.

IN pursuance and exercise of the powers vested in it in that behalf by "The Local Bodies' Loans Act, 1901," the Mackenzie County Council hereby resolves as follows: That, for the purpose of providing the interest and other charges on a loan of £2,500, authorised to be raised by the Mackenzie County Council, under the above-mentioned Act, for the erection of bridges over the Ophi River near Fairlie, and over the Tenga wai River on the Main Albury to Fairlie Road, and for the rebuilding of a portion of the bridge over the Tekapo River at Lake Tekapo, the said Mackenzie County Council hereby makes and levies a special rate of 185d. in the pound upon the rateable value of all rateable property of the Mackenzie County; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the 1st day of February and the 1st day of August in each and every year during the currency of such loan, being a period of thirty-two years, or until the loan is fully paid off.

The above special order was duly passed at a special meeting of the Mackenzie County Council held on the 4th day of May, 1906, and confirmed and sealed at a meeting of the said Council held on the 1st day of June, 1906.

R. L. BANKS,
Clerk to the Mackenzie County Council.
Fairlie, 1st June, 1906.

Result of Poll for Proposed Loan.

The Treasury,
Wellington, 6th June, 1906.

THE following notice, received from the Chairman of the Rangitikei County Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

ALBERT PITT,
For Colonial Treasurer.

RANGITIKEI COUNTY COUNCIL.

In the matter of "The Local Bodies' Loans Act, 1901." THE following is the result of a poll taken at Mangaweka on Tuesday, the 29th day of May, 1906, on the proposal of the Rangitikei County Council to borrow £500 (loan for forty-one years, at 4 per cent.), under "The Local Bodies' Loans Act, 1901," for the construction of footpaths and other works at Mangaweka, and to levy a special rate within the Mangaweka No. 2 Special-rating District as security for such loan:—

Number of valid votes recorded in favour of the proposal, 38; number of valid votes recorded against the proposal, 1.

The total number of valid votes recorded in favour of the proposal being more than three-fifths of the total number of valid votes recorded, I therefore declare the proposal to be carried.

R. E. BECKETT,
Chairman.
Marton, 31st May, 1906.

Tenders.

Mines Department,
Wellington, 6th June, 1906.

THE following list of successful and unsuccessful tenderers is published for general information.

JAMES MCGOWAN,
Minister of Mines.

BOILERS FOR BRIQUETTE PLANT, WESTPORT.

	Accepted.	£	s.	d.
Anchor Shipping and Foundry Company (Limited), The Port, Nelson	..	1,150	0	0
<i>Declined.</i>				
Griffiths and Co., Birchfield	..	1,194	0	0
Dispatch Foundry Company (Limited), Grey-mouth	..	1,400	0	0
S. Luke and Co. (Limited), Wellington	..	1,494	0	0
Massey Bros. (Limited), Auckland	..	1,495	0	0
James J. Niven and Co., Napier	..	1,548	0	0
Andersons Limited, Christchurch	..	1,565	0	0
Seagar Bros., Auckland	..	1,774	0	0
George Fraser and Sons (Limited)	..	1,783	0	0
A. and T. Burt (Limited), Dunedin	..	1,792	0	0

Tenders.

Mines Department,
Wellington, 6th June, 1906.

THE following list of successful and unsuccessful tenderers is published for general information.

JAMES MCGOWAN,
Minister of Mines.

BUILDINGS FOR BRIQUETTE PLANT, WESTPORT.

	Accepted.	£	s.	d.
Atkinson and McKay, Westport	2,020	14	5
<i>Declined.</i>				
Scanlon, James, Westport	2,136	7	2
MacDonald, J., jun., Westport	2,268	10	0
Mouat, W. G., Greymouth	2,634	19	4
Langs, H. Henry, Westport	3,013	10	6

Notice to Mariners No. 43 of 1906.

Marine Department,
Wellington, 29th May, 1906.

THE following Notices to Mariners, received from the Board of Trade, London, are published for general information.

WM. HALL-JONES.

AFRICA.

TABLE BAY.—The bell buoy, in approx. 33° 50' S., 18° 22½' E., prev. marking Whale Rk., with Robben Isl. Lt.-h., N. 37° E., 1½ miles, has been withdrawn. Feb.

With reference to prev. notice, a provis. F. green lt. (oil-lantern), vis. over an arc of about 200°, is exh. from the extr. of the breakwater in place of the lt. washed away. Also the 3 F. white lts. triangularly placed on the S. pier have been disc. April.

CAPE ST. FRANCIS LT.—About 15th May, 1906, this fl. white and red lt. every 20 secs. (34° 12' S., 24° 50' E.) is to be altered to show 1 fl. every 5 secs., and increased in power. In other respects the lt. remains unchanged. April.

INDIAN OCEAN.

COLOMBO HARB.—A rocky ridge, about 50 ft. broad, named Onagalla, carrying 3½ fms. over its nrn. end, in approx. 7° 0' N., 79° 50' E., in the approach to the harb., 2½ miles N. 13° W. from the red lt. on the S.W. arm of the breakwater, extends about one mile S. 13° E. from the above head, and has four other heads carrying 4 to 4½ fms., with from 5 to 7 fms. between them, marked by a red spher. buoy, moored in 6½ fms., in approx. 6° 59' N., 79° 50½' E., 2 miles N. 14° W. from the red lt. on the S.W. arm of the breakwater. To the erd. and wrd. of the ridge there are depths of from 7 to 8 fms., but the lead gives but slight warning of the approach to it. Further exam. shows that the least depth on this ridge is 3½ fms. April.

New Zealand, North Isl., W., Manukau Harb. March.
No. 803. New chart, New Zealand, North Isl., Port Nicholson, Lambton Harb. and Evans Bay. March.

New chart, New Zealand, North Isl., E., Great Barrier Isl. ports and anchorages. Feb.

New chart, New Zealand, North Isl., Hauraki Gulf, Omaha Bay to Tiri-Tiri Matangi, including Kawau Bay. Feb.

No. 2411. New Zealand, South Isl., Otago Harb. Oct.

PACIFIC OCEAN.

Tuamoto (or Low) Archipelago.

FAKARAVA ATOLL.—The ship "Zélée" passed over the position of the bank charted in approx. 16° 7' S., 146° 3' W., about 15 miles wrd. from Fakarava Atoll, and marked E.D., without seeing any indic. of it. As the authority for the existence of this bank is obsce., and as its reported position was passed over several times in 1886 without any sign of its existence being detected, it is considered that it may safely be erased from the charts. Soundings of 71, 76, and 110 fms. were obtained between Fakarava and the supposed position of this bank. April.

FAKARAVA ISL.—ROTOAVA.—A F. white lt., vis. from S. 53° E., through E., to N. 8° W., elev. 29 ft. above H.W., R. 10 miles, is exh. from an iron support in 16° 2½' S., 145° 38½' W., near the root of the pier at Rotoava. It is presumed that this lt. replaces the former F. red lt. given in a prev. notice. April.

NORTH AMERICA.

SAN FRANCISCO LT.-V.—On 1st April, 1906, Lt.-v. No. 70 (37° 45' N., 122° 41' W.) is to be temp. replaced by a red lt.-buoy, marked "Light-vessel moorings" in black, exh. a F. white lt. April.

Notice to Mariners No. 44 of 1906.

Marine Department,
Wellington, 4th June, 1906.

THE following Notice to Mariners, received from the Secretary, Marine Board, Port Adelaide, South Australia, is published for general information.

WM. HALL-JONES.

SPENCER GULF.—LOUTH BAY.

NOTICE is hereby given that a cheese-shaped buoy, painted black, has been placed in 2½ fathoms off the end of the reef to the eastward of and close to Louth Bay Jetty.

There is no less water to the northward of the buoy, but it shoals gradually from the buoy in towards the end of the jetty.

Approximate position: Lat. 34° 32' S, long. 135° 56' 15" E. This affects Admiralty Chart No. 2389b.

JOHN DARBY,

Secretary to the Marine Board.

Marine Board Offices, Port Adelaide,
7th May, 1906.

Notice of Vesting of Land in the Public Trustee under "The Unclaimed Lands Act, 1894."

WHEREAS I, the undersigned, the Public Trustee, have, for the purposes of "The Unclaimed Lands Act, 1894," made due inquiries with respect to the land described in the Schedule hereunder written, and the owner thereof, and have, in respect of the said land, given the notices prescribed by section 4 of the said Act, and have in all respects complied with the provisions of the said section: And whereas I have not thereby ascertained who the owner is, and believe that such owner is not in the colony, nor has such owner established his title to the said land, as required by the said Act: I hereby give notice that the said land is, under and by virtue of the said Act, vested in me, as the Public Trustee as aforesaid, as from the date of the publication hereof, and will be administered under the said Act; the value of the land for the purposes of section 5 of the said Act being less than £100.

Dated at Wellington, this 30th day of May, 1906.

A. A. K. DUNCAN,
Deputy Public Trustee.

SCHEDULE.

ALL that parcel of land, containing 5 acres, more or less, being Allotment No. 59, Section 4, in the Parish of Waipipi, Provincial District of Auckland.

Notice by the Public Trustee under "The Unclaimed Lands Act, 1894."

To the owner or owners of a parcel of land, containing 80 acres, more or less, being Allotment No. 110, Parish of Waipu, in the Provincial District of Auckland. The land is registered in the name of Hugh Fraser, described as of Auckland, settler, who cannot be traced.

WHEREAS the Public Trustee has instituted inquiries, and has not thereby ascertained who the owner or owners of the above-described land is or are, and believes that such owner is, or owners are, not in the colony:

Now, this notice calls upon such owner or owners, within six months of the date of the publication of this notice in this Gazette, to establish to the satisfaction of the Public Trustee his or their title to the land specified in this notice; and, if such owner does or owners do not, within the time limited, so establish his or their title, the Public Trustee will exercise the powers and authorities granted to him in and by "The Unclaimed Lands Act, 1894."

Dated this 2nd day of June, 1906.

A. A. K. DUNCAN,
Deputy Public Trustee.

Rules for Examination of Masters and Mates.

Marine Department,
Wellington, 30th May, 1906.

IN pursuance and exercise of the powers vested in me by section 23 of "The Shipping and Seamen Act, 1903," I do hereby make the following rules for the conduct of examinations of masters and mates, and as to the qualifications of applicants; and I do direct that the fees specified therein shall be paid to the Superintendents of Mercantile Marine or Collectors of Customs at the ports where the applications to be examined are made. These rules (except clauses 54, 55, and 56) shall come into force on the first day of September next, and shall then supersede any rules or regulations heretofore existing and affecting such examinations, qualifications, and fees. Clauses 54, 55, and 56 shall come into force on the date hereof.

WM. HALL-JONES,
Minister of Marine.

PRELIMINARY AND GENERAL.

1. IN accordance with the provisions of section 21 of "The Shipping and Seamen Act, 1903," every British ship when going to sea or plying from any place in New Zealand, and every foreign ship when plying as a home-trade ship,* shall be provided with deck officers duly certificated under this Act according to the following scale:—

- (a.) In any case with a duly certificated master.
- (b.) If the ship is a home-trade sailing-ship of 100 tons register or upwards, or a home-trade steamship of 60 tons register or upwards, then with at least one officer besides the master, such officer holding a certificate not lower than that of mate: Provided that any such ship of 100 tons register or upwards running more than 300 miles between terminal ports shall carry a second mate holding a certificate not lower than that of master of a fishing-boat or cargo-vessel under 25 tons register.
- (c.) If the ship is a foreign-going ship, then with at least a first and second mate duly certificated.
- (d.) If the ship is a steamship authorised to ply within river limits or extended river limits only, then with a master holding a certificate as master of a river-steamer.
- (e.) If the ship is a home-trade cargo-ship only of over 5 tons or up to 25 tons (inclusive) net register, then with a duly certificated master whose certificate shall not be of a lower grade than that prescribed for that class of ship by the next succeeding section.
- (f.) If the ship is a home-trade ship over 25 and up to 100 tons net register and not included in the foregoing provisions, then with a duly certificated master whose certificate shall not be of a lower grade than that of a master of a home-trade ship.

* By a "home-trade ship" is meant one which is employed in trading or going between any ports or places in New Zealand, but not to or from the Cook Islands, Kermadec Islands, the Chatham Islands, the Auckland Islands, Campbell Island, Antipodes Island, or Bounty Island. By a "foreign-going ship" is meant every ship not included in the term "home-trade ship."

(g.) If the ship is a sailing-ship of over 5 tons and up to 25 tons register, carrying passengers within such restricted limits as may be approved by the Minister, then with a duly certificated master whose certificate shall be of a grade prescribed by the Minister.

(h.) If the ship is a fishing-boat exclusively employed in fishing on the coast of the colony, whether sea-going or running within river or extended river limits, then with a duly certificated master whose certificate shall be of a grade prescribed by the Minister.

An officer is not duly certificated unless he is the holder for the time being of a valid certificate of competency (or service) under the Shipping and Seamen Act of a grade appropriate to his station in the ship or of a higher grade.

If any person, having been engaged as one of the above-mentioned officers, goes to sea as such officer without being duly certificated, or employs a person as an officer in contravention of this section without ascertaining that the person so serving is duly certificated, that person shall be liable for each offence to a fine not exceeding £50.

2. Certificates of competency will be granted to those persons being British subjects who pass the requisite examination and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding examinations. The time and places at which these examinations are held are shown in Appendix B.

3. Candidates for examination must fill up a form of application (Form Exn. 2) at a Mercantile Marine Office. The form, properly filled in, together with the candidate's testimonials and discharges, must be lodged with the local Examiner 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 discharges and testimonials may require verification, it is desirable that they should be handed in, together with the form of application, as many days as possible before the date of the examination which the candidate desires to attend. In the absence of the necessary verification the candidate cannot be examined.

The Examiner should be particularly careful to ascertain that there are no gaps in the candidate's service which are not properly accounted for before he is allowed up for examination.

4. In cases where the services of a candidate require verification, or where he is in doubt whether his service complies with the regulations and wishes to submit his case for special consideration, all certificates, discharges, and testimonials, together with the form of application,* properly filled in, should be submitted to the Examiner of Masters and Mates or to the Superintendent of the Mercantile Marine. If necessary, the officer will, after seeing that all the required information is clearly set forth in the papers, forward them, with his observations, to the Marine Department, who will deal with the case.

5. All other inquiries regarding examinations should be made and dealt with in the same way.

* Form Exn. 2, which can be obtained at any Mercantile Marine Office,

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.

6. 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 may state that his service has been as second or only mate, and to support his assertion may produce a certificate of discharge or of employment from the master, to the effect that he served as mate, when on reference to the articles it appears that he has actually been rated as boatswain: the service in such a case will not be regarded as having been in the capacity of mate.

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

8. It is provided by section 32 of "The Shipping and Seamen Act, 1903," that any person who makes, assists in making, or procures to be made, any false representation for the purpose of procuring, either for himself or for any other person, a certificate of competency or service or the grant of any such certificate shall in respect of each offence be guilty of a crime the punishment for which is imprisonment for a term not exceeding two years, or a fine not exceeding £100.

9. Testimonials to character, including sobriety, and to experience and ability, 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 candidates, and without producing them no person will be examined.

10. 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.

11. Every candidate for a certificate of competency of any grade must pass the three sight-tests before he can proceed to the examination in navigation and seamanship.

(i.) The sight-tests 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 tests whether their vision is such as to qualify them for service in that profession.

(ii.) The three tests are:—

- (a) form-vision test (see Appendix A);
- (b) colour-vision test (see Appendix A);
- (c) colour-ignorance test (see Appendix A).

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.

This rule must be observed whether the candidate has or has not on any previous occasion passed the sight-tests.

(iii.) 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 on the

Form Exn. 2b, 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 colour-tests.

(iv.) 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 the colour-vision test to appeal to the Marine Department, who may, if they think fit, remit the case to a special examiner, or body of examiners, for final decision.

(v.) The expenses of candidates who are examined by the special examiner or body of examiners, and are reported by them to have passed 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, unless the Marine Department consider that the particular circumstances of the case justify such payment. The special examinations will be held in Auckland, Wellington, Lyttelton (or Christchurch), and Dunedin.

(vi.) When a candidate fails to pass the colour-vision test the Examiner will point out to him the conditions under which he can appeal. Appeals are to be made through the Examiner, and forwarded to the Marine Department, with the Examiner's remarks.

(vii.) 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 this fee will, with the exception of 2s. 6d., be returned to him.

(viii.) Only Examiners who have themselves passed the colour-vision test are to undertake these examinations.

(ix.) Whenever the holder of a certificate of competency fails to pass any of the three tests, there is reason to believe that he is from incompetency unfit to discharge his duties, and in the public interest the Marine Department may cause an inquiry to be held by a Court having jurisdiction to cancel or suspend such certificate; but, in the alternative, the Marine Department may accept the voluntary surrender of the certificate until such time as the applicant succeeds in passing the test in which he failed.

12. Foreigners being British subjects 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 par. 20.)

13. If the candidate passes he will receive a form (Form Exn. 16) authorising the Superintendent of the Mercantile Marine Office to whom it is addressed to issue the certificate. The candidate's testimonials

and other papers will be returned to him with the certificate. It is therefore important that the port at which the certificate is to be issued should be the same on both the Form Exn. 16 and the Form Exn. 2. If circumstances should make any alteration necessary, the Examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

14. If after a candidate has passed the examination it is discovered on further investigation that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, the 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 either have the fee returned to him or have it placed to his credit. Should his services entitle him to a certificate of a lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be returned to him or placed to his credit. The superior certificate 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, unless the Marine Department see fit to dispense with the re-examination.

15. In all cases of failure the candidate must be examined anew. 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 the amount of further sea-service to be required will be left to the discretion of the Examiner.

16. The Examiner, in making his report on the Form Exn. 14, should state what amount, if any, of further sea-service the candidate must perform, and he should also insert this information in the Form Exn. 2.

17. 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.

18. Candidates for extra certificates will not be allowed to present themselves for examination more than three times within a period of twelve months.

19. 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 so desires, proceed with the examination for the lower-grade certificate without further formal application or payment of fee; but in this case he will be required to complete the whole of the work prescribed for such lower grade, that portion (if any) already done standing good. No part, however, of the fee he has paid will be returned to him, and on presenting himself when qualified for re-examination for the higher certificate he will be required to pay a further full fee.

20. 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.

21. 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.

22. 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. If the candidate is found not to be qualified, the fee will either be returned to him or placed to his credit until he is qualified.

23. The fee for examination must be paid to the Superintendent of the Mercantile Marine Office. If a candidate offers a gratuity to any officer of the Department he 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.

24. If a candidate fails to pass the examination no part of the fee will be returned to him.

25. The fees are as follow:—

		£	s.	d.
<i>For Foreign-going Ships.</i>				
Second mate	.. .. .	1	0	0
First or only mate—				
If previously possessing an inferior certificate, either granted by the Board of Trade, or by the Government of a British possession under Order in Council	.. .. .	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 fees.				
Master extra, if possessing an ordinary master's certificate; or master extra for steamships, if possessing a master's certificate for steamships	.. .. .	1	0	0*
Where a candidate is in possession of colonial certificate for foreign-going ships not granted under the Imperial Order in Council recognising colonial certificates, or of a provisional certificate of qualification, obtained after examination on board one of His Majesty's ships, for an Imperial certificate of same grade, for first attempt	.. .. .			No fee.
Every subsequent attempt	.. .. .			Usual fee.
<i>For Home-trade Ships.</i>				
Second mate	.. .. .	0	10	0
Mate	.. .. .	0	10	0
Master	.. .. .	1	0	0
Master of steamship in restricted limits	.. .. .	1	0	0
Master of restricted-limit sailing-ship	.. .. .	0	10	0
Master of fishing-boat or cargo-vessel under 25 tons register	.. .. .	0	10	0

* 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, in addition to the fee for the extra certificate, must be paid. This rule as to fees also applies to the extra examinations for steamships and yachts.

Voluntary Examination in Steam.

	£	s.	d.
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

Voluntary Examination in Compass-deviation.

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
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For Yachts.

Master	2	0	0
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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, mate's, or second mate's certificate for home-trade ships.

QUALIFICATIONS REQUIRED FOR THE VARIOUS GRADES.

[NOTE.—These are shown in a tabular form in Appendix O.]

Certificates for Foreign-going Ships, or Ordinary Certificates.

26. 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.

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

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

29. *Examination in Navigation.*—A candidate for a second mate's certificate will be required:—

- (a.) To write a legible hand and spell correctly. This will be tested by not less than a quarter of an hour's dictation.
- (b.) To write a short definition of various astronomical and other terms, and to draw a rough sketch or diagram to illustrate their meaning. (See Appendix C and paragraph 166.)
- (c.) To show a competent knowledge of the first five rules of arithmetic and the use of logarithms.
- (d.) To work a day's work complete, correcting the courses for leeway, deviation, and variation.
- (e.) To find the latitude by the meridian altitude of the sun.
- (f.) To work any practical problem in parallel sailing.
- (g.) To find the true course and distance from one given position to another by Mercator's method; also the compass course, the variation and deviation being given.
- (h.) To find the time of high water at a given port.
- (i.) To find the true amplitude of the sun, and the error of the compass therefrom; also the deviation, the variation being given.
- (j.) To find the longitude by chronometer from altitude of the sun by the usual methods, computing the daily rate of chronometer from errors observed when required; also to find the true azimuth of the sun, and

the error of the compass; and the deviation, the variation being given.

- (k.) To find the true azimuth of the sun by the "time azimuth" tables; the error of the compass; also the deviation, the variation being given.
- (l.) 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 positions on the chart from cross-bearings of two objects, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, also the distance of the ship from the object at the time of taking the second bearing. (See Appendix G.)

He will be required to answer *viva voce* questions on the following subjects:—

- (m.) The use and adjustments of the sextant, read off and on the arc, and the mode of finding the index error by both horizon and sun.
- (n.) The International Code of Signals.
- (o.) The construction, use, and principle of the barometer, thermometer, and hydrometer.
- (p.) Weights and measures.

30. *Examination in Seamanship.*—He must understand and give satisfactory answers on the following subjects:—

- (a.) The standing and running rigging of ships.
- (b.) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c.) Sending masts and yards up and down, &c.
- (d.) Management of a ship when under canvas.
- (e.) Management of ships' boats in heavy weather.
- (f.) Dunnaging and stowing cargo, &c.
- (g.) The rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals.
- (h.) 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.
- (i.) The marking and the use of the lead and log lines.
- (j.) The use and management of the rocket apparatus in the event of a vessel being stranded.
- (k.) Any questions of a like nature appertaining to the duties of a second mate that the Examiner may think necessary to ask.
- (l.) Also questions on the additional subjects which are specified in the rules of examination for second mates' certificates of competency for foreign-going steamships. (See par. 45.)

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

32. 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-

* The terms "true" and "magnetic" are used for brevity and convenience throughout the regulations to indicate charts which have compasses engraved upon them showing the true or magnetic points of the compass respectively.

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. 117.)

- (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 ships;
- (c.) *Or*, one year must have been as pilot, with a first-class pilot's certificate. (See par. 113.)

33. *Examination in Navigation*.—A candidate for an only or first mate's certificate will be required:—

- (a.) To work out any *three* of the nautical problems prescribed for the second mate's examination which may be given him by the Examiner, in addition to the chart paper (*l*) and the oral subjects (*m, n, o, p*) prescribed for that grade.
- (b.) To compute the time at which a given star will be on the observer's meridian. [Occasionally by inspection.]
- (c.) To describe where tables giving the names of the principal stars passing the meridian may be found.
- (d.) To describe where the meridian passage of the principal planets may be found.
- (e.) To determine what bright stars will be within an hour, or more, of the observer's meridian, above the pole and above the horizon, at any given time; also the hour angle, east or west, of each of the stars, and whether to the north or south of the observer's zenith when passing the meridian.
- (f.) To describe any maps or diagrams which the candidate knows and prefers for further facilitating the recognition of the stars and planets.
- (g.) To compute the approximate meridian altitude of one of the stars just found for setting the sextant.
- (h.) To find the latitude from the meridian altitude of the same star.
- (i.) To find the longitude by chronometer by altitude of a star.
- (j.) To find the true azimuth of a star by the "time azimuth" tables, and get the deviation therefrom.
- (k.) To find the latitude by ex-meridian altitude of the sun or a star.
- (l.) To find the line of position and the true bearing of the sun, and the ship's position, by Sumner's method by projection.
- (m.) To answer certain questions relative to cyclones, or revolving storms. (See Appendix H.)

He will be required to answer *viva voce* questions on the following subjects:—

- (n.) How to keep a ship's log-book.
- (o.) How to calculate the capacity of a given bunker or hold
- (p.) How to calculate a freight and its commissions.

34. *Examination in Seamanship*.—In addition to the qualifications required for a second mate's certificate, an only or first mate will be required to show a knowledge of the following subjects:—

- (a.) Shifting large spars, rigging shears, taking lower masts in and out.
- (b.) How to moor and unmoor ship; to keep a clear anchor, and to carry out an anchor.
- (c.) How to manage a ship in stormy weather, and to cast a ship on a lee shore.
- (d.) How to secure the masts in the event of accident to the bowsprit.
- (e.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in or out.
- (f.) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (g.) The ventilation of holds, and the stowage of explosives.
- (h.) How to rig a sea-anchor, and what means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea, and lessen her lee drift.
- (i.) How to get a cast of the deep-sea lead in heavy weather.
- (j.) Accidents, and how to deal with them.
- (k.) Any other questions appertaining to the duties of an only or first mate which the Examiner may think necessary to ask.
- (l.) Also questions on the additional subjects which are specified in the rules of examination for only and first mate's certificates of competency for foreign-going steamships. (See par. 49.)

35. *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, provided that if this service as officer was not performed whilst holding a first mate's certificate for foreign-going vessels the candidate will also be required to prove the officer's service prescribed for that grade (par. 32):
- (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; provided that, if this service as officer was not performed whilst holding a first mate's certificate for foreign-going vessels, the candidate will also be required to prove the officer's service prescribed for that grade (par. 32):
- (c.) *Or*, he must have served six and a half years at sea, one year of which must have

* In every case where a candidate for a master's certificate of competency claims service as second mate he should be requested to make a declaration in Division G of Exn. 2 to the effect that during his service as second mate he had only one officer over him, or, if more than one, that a third and fourth mate were also carried. If the service claimed is as auxiliary second mate the candidate should be required to state the number of officers serving in a junior capacity. Also, a candidate with first mate's service should make a declaration that he was the senior officer under the master, or, if not, he must comply with par. 117, as it has been found that in some cases the second mate has been signed on the Articles as first mate, the proper first mate being called chief officer simply for examination purposes.

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; provided that, if this service as second mate was performed under an additional or auxiliary first mate, it will only be accepted if a third and fourth mate were also carried, 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 ships.

36. *Examination in Navigation.*—A candidate for an ordinary master's certificate will be required to work out any twelve of the nautical problems prescribed for the grades of second and first mate that may be given him by the Examiner, in addition to the chart paper, the cyclone paper, and the oral subjects prescribed for the grades of second and first mate. He will also be required,—

- (a.) To find the latitude by the altitude of the Polar Star at any time.
 (b.) To find the latitude by the meridian altitude of the moon.
 (c.) To find the magnetic bearing of any fixed object when at sea or at anchor from bearings of the object taken with the ship's head on equidistant compass points, and to compute the deviation therefrom; to construct a deviation curve upon a Napier's diagram which will be furnished by the Examiner, and show that he understands its practical application; to give satisfactory written and oral answers to certain practical questions as to the effect of the ship's iron upon the compasses, and the method of determining the deviation, and to show how to compensate the deviation by magnets and soft iron by the aid of Beall's compass deviascope. (See Appendix I.)
 (d.) 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 given 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. (See Appendix G.)

He will be required to answer *viva voce* questions on the following subjects:—

- (e.) The law as to the engagement, and discharge, and management of the crew, and the entries to be made in the official log.
 (f.) How to prevent and check an outbreak of scurvy on board ship.

- (g.) The law as to load-line marks, and the entries and reports to be made respecting them.
 (h.) Invoices, charter party, bills of lading, Lloyd's agent, nature of bottomry, bills of exchange, surveys, averages, &c.
 (i.) The prevailing winds and currents of the globe.
 (j.) The trade routes.
 (k.) Tides.

37. *Examination in Seamanship.*—In addition to the qualifications required for the grades of second and first mate, an ordinary master will be required to show a knowledge of the following subjects:—

- (a.) Construction of jury-rudders for both wooden and iron vessels, also rafts.
 (b.) Resources for the preservation of the ship's crew in the event of wreck.
 (c.) Management of ship in heavy weather.
 (d.) Rescuing the crew of a disabled vessel.
 (e.) Steps to be taken when a ship is on her beam-ends, or in any danger or difficulty, or disabled or unmanageable and on a lee shore.
 (f.) Heaving a keel out.
 (g.) How to proceed when placing a ship in dry dock and directing repairs, and when putting into port in distress with damage to cargo and ship.
 (h.) Any other question of a like nature appertaining to the management of a ship which the Examiner may think it necessary to ask.
 (i.) Also questions on the additional subjects which are specified in the rules of examination for masters' certificates of competency for foreign-going steamships. (See par. 52.)

Certificates for Foreign-going Fore-and-aft-rigged Vessels.

38. Certificates for the grades of master, first mate, only mate, and second mate of fore-and-aft-rigged vessels will be issued to candidates who have not complied with the regulations which require them to have served at least one year in square-rigged sailing-vessels, 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.

39. The examinations for the grades of second mate, only mate, first mate, and master of fore-and-aft-rigged vessels will be precisely the same as for the ordinary certificates, excepting that in seamanship a knowledge of the management of square-rigged vessels is not required.

40. A certificate for fore-and-aft-rigged vessels will not entitle the possessor to act in any case in which a certificate for square-rigged vessels is required. Amongst square-rigged vessels are classed full-rigged ships, barques, brigs, barquentines, brigantines, and steamships carrying square sails.

41. A candidate possessing a certificate for fore-and-aft-rigged vessels, 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, unless he has previously held an ordinary certificate of a lower grade.

Certificates for Foreign-going Steamships.

42. Certificates applying only to steamships are issued to candidates who are either unable to comply

* See note on previous page.

with the regulation which requires them to have passed one year in square-rigged sailing-vessels, or who prove in course of examination that they are ignorant of the management of square-rigged sailing-vessels. All the qualifying officers' service prescribed for these certificates must have been performed in steamships.

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

There will be no distinction in these certificates between fore-and-aft-rigged steamships and square-rigged steamships.

43. **SECOND MATE.**—The qualifications as to age and service are the same as for an ordinary second mate's certificate (see par. 28), excepting that no service in square-rigged sailing-vessels is required.

44. *Examination in Navigation.*—The examination in navigation for a second mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary second mate's certificate.

45. *Examination in Seamanship.*—The candidate must understand and be able to give satisfactory answers on the following subjects:—

- (a.) The standing and running rigging of steamships.
- (b.) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c.) Sending masts and yards up and down, &c.
- (d.) Seeing everything in readiness and clear for getting under way, and the precautions to be then observed with regard to engines, propeller, &c.
- (e.) Management of a steamship when under canvas.
- (f.) Management of a ship's boat in heavy weather.
- (g.) Dunnaging and stowing cargo, &c.
- (h.) The rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals.
- (i.) Signals of distress, and signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (j.) The marking and use of the lead and log lines.
- (k.) The construction, use, and action of the sluices, and of the water-ballast tanks.
- (l.) Engine-room telegraph, &c.
- (m.) Use and management of the rocket apparatus in the event of a vessel being stranded.
- (n.) Any other questions of a like nature appertaining to the duties of the second mate of a steamship which the Examiner may think necessary to ask.

46. **ONLY MATE.**—The qualifications as to age and service are the same as for an only mate's ordinary certificate (see par. 31), excepting that no service in square-rigged vessels is required.

47. **FIRST MATE.**—The qualifications as to age and service are the same as for a first mate's ordinary certificate (see par. 32), excepting that the service required as officer must have been in steamships, and that no service in square-rigged vessels is required.

48. *Examination in Navigation.*—The examination in navigation for an only or first mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary first mate's certificate. (See par. 33.)

49. *Examination in Seamanship.*—In addition to the qualifications required for a second mate's certificate, an only or first mate will be required to show a knowledge of the following subjects:—

- (a.) Shifting large spars; rigging shears; and taking lower masts in and out.
- (b.) How to moor and unmoor ship; keep a clear anchor; and to carry out an anchor.
- (c.) Management of a steamship in stormy weather.
- (d.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in and out.
- (e.) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (f.) Ventilation of holds, and the stowage of explosives.
- (g.) 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]; also, the effect of twin screws under the same conditions, and when going ahead with one and reversing the other, &c., &c.
- (h.) How to rig a sea-anchor, and what means to employ to keep a steamer, with her machinery disabled, out of the trough of the sea, and to lessen her lee drift.
- (i.) How to turn a steamship short round.
- (j.) How to get a cast of the deep-sea lead in heavy weather.
- (k.) Any other questions of a like nature appertaining to the duties of a first mate of a steamship which the Examiner may think necessary to put to him.

50. **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. 35), excepting that the service required as officer must have been performed in steamships, and that no service in square-rigged vessels is required.

51. *Examination in Navigation.*—The examination in navigation for a master's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary master's certificate. (See par. 36.)

52. *Examination in Seamanship.*—In addition to the qualifications required for the grades of second and first mate, a master will be required to show a knowledge of the following subjects:—

- (a.) Construction of rafts and jury-rudders suitable for screw steamships.
- (b.) The preservation of the ship's crew in the event of wreck.
- (c.) Management of steamships in heavy weather.
- (d.) Rescuing the crew of a disabled ship.
- (e.) Steps to be taken when a vessel is on her beam-ends or disabled and on a lee shore.
- (f.) How to use steam-appliances in the event of fire.
- (g.) The best arrangement for towing vessels under different circumstances.
- (h.) Placing ship in dry-dock; directing repairs, and the mode of procedure when putting into port in distress with damage to cargo and ship.
- (i.) Any other questions of a like nature appertaining to the management of a steamship which the Examiner may think it necessary to put to him.

53. A candidate possessing a certificate for foreign-going steamships, 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, unless he has previously held an ordinary certificate of a lower grade.

Certificates for Home-trade Ships.

54. **SECOND MATE.**—A candidate for a home-trade second mate's certificate must be not less than seventeen years of age, and must have served four years at sea, or in extended river limits.

55. *Examination in Navigation.*—A candidate for a second mate's certificate will be required—

- (a.) To be able to read, to write a legible hand, and to spell with moderate correctness.
- (b.) To understand the first five rules of arithmetic, both simple and compound.
- (c.) To be able to take a bearing by compass, and be able to find the distance from a point or light by the methods shown in the New Zealand Nautical Almanac of 1904 or 1905, on pages 119 and 120; or on pages 79 and 80 of the A, B, and C Azimuth Tables, published by the Marine Department.
- (d.) He must show a competent knowledge of the International Code of Signals.

56. *Examination in Seamanship.*—He must understand and give satisfactory answers on the following subjects:—

- (a.) The standing and running rigging of steamships.
- (b.) Bending, unbending, setting, reefing, taking in and furling sail.
- (c.) Management of ship's boats in heavy weather.
- (d.) Dunnaging and stowing cargo, &c.
- (e.) The rule of the road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.
- (f.) 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.
- (g.) The marking and use of the lead and log lines.
- (h.) The use and management of the rocket-apparatus in the event of a vessel being stranded, and a knowledge as to the ports in New Zealand where such rocket-apparatus for saving life has been placed.
- (i.) The construction, use, and action of the sluices, and of the water-ballast tanks.
- (j.) Engine-room telegraph, &c.
- (k.) Any other questions of a like nature appertaining to the duties of the second mate of a home-trade vessel which the Examiner may think necessary to ask.

57. **MATE.**—A candidate must be not less than nineteen years of age, and have served four years at sea, or in extended river limits.

58. *Examination in Navigation.*—In addition to the subjects of examination required to qualify for a second mate of a home-trade vessel, a mate will also be required:—

- (a.) To find on either a "true" or "magnetic" chart* the course to steer, and the distance from one given position to another;

* The candidate will be allowed to use any tables that will solve the problem within half a degree, the altitude of the heavenly body not being given.

to find the ship's positions on the chart from cross-bearings of two objects, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, and also the distance of the ship from the object at the time of taking the second bearing. (See Appendix G.)

- (b.) He must know the general tide, bar, harbour, and storm signals to be used at all New Zealand ports as given in the New Zealand Nautical Almanac.

59. *Examination in Seamanship.*—In addition to the qualifications required for the grade of second mate, a mate will be required to show a knowledge of the following subjects:—

- (a.) How to moor and unmoor ship, to keep a clear anchor, and to carry out an anchor.
- (b.) The ventilation of holds and the stowage of explosives.
- (c.) How to rig a sea-anchor, and what means to employ to keep a vessel disabled or unmanageable out of the trough of the sea, and lessen her lee drift.
- (d.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in or out.
- (e.) Any other questions appertaining to the duties of a mate of a home-trade vessel which the Examiner may think necessary to ask.

60. **MASTER.**—A candidate must not be less than twenty years of age, and have served five years at sea, or extended river limits, 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 ships or a second mate's certificate for foreign-going vessels;
- (b.) Or, two years and a half 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 ships, or a second mate's certificate for foreign-going vessels (see par. 117);
- (c.) Or, one year must have been as pilot with a first-class pilot's certificate (see par. 113).

61. *Examination in Navigation.*—In addition to the qualifications required of a mate of a home-trade ship, a master will also be required to work the following problems:—

- (a.) 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.
- (b.) 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.
- (c.) To find by means of table F on page 121 of the New Zealand Nautical Almanac of 1904 or 1905, or by table H on page 81 of the A, B, and C Azimuth Tables, the distance from an object when abeam by the distance run between the beam-bearing and any other bearing before or abaft the beam.
- (d.) To set the course when at a known distance from an object to pass any required dis-

tance from it by aid of the traverse table. (See example on page 121 of New Zealand Nautical Almanac, 1905, or on page 81 of the A, B, and C Azimuth Tables.)

- (e.) To find the true bearing of the sun and deviation of the compass by time azimuth tables.*
- (f.) To find the latitude by a meridian altitude of the sun.
- (g.) To give written answers to certain practical questions on the subject of the deviation of the compass.
- (h.) 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. (See also supplementary *viva voce* test, paragraph 151.)

NOTE.—The new problems in these examinations will not come into force until 1st September, 1906.

62. *Examination in Seamanship.*—In addition to the qualifications required for the grade of mate, a master will be required to show a knowledge of the following subjects:—

- (a.) How to act in the event of a fire breaking out in the ship.
- (b.) Rescuing the crew of a disabled ship.
- (c.) Management of steamships in heavy weather.
- (d.) Construction of rafts and jury-rudders suitable for screw steamships.
- (e.) The preservation of the ship's crew and passengers in the event of wreck.
- (f.) The best arrangement for towing vessels under different circumstances.
- (g.) The law as to the engagement, discharge, and management of the crew, and the entries to be made in the official log-book.
- (i.) Any other questions of a like nature appertaining to the duties of a master of a home-trade vessel which the Examiner may think necessary to ask.

Rules for the Examination of Masters, River Steamers.

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

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

65. *Master.*—A master of a river steamer 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 river or extended river limits. He must produce satisfactory testimonials of good conduct and sobriety. He must be able to read and write, and understand the 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 river and extended river limits does not count as service at sea for the purpose of obtaining a certificate

* The candidate will be allowed to use any tables that will solve the problem within half of a degree, the altitude of the heavenly body not being given.

for a sea-going ship, with the exception that service in the extended river limits will count as qualifying for home-trade and other New Zealand local certificates.

Rules for Examination for Certificate as Master of Restricted-limits Sailing-ships over 5 Tons and up to 25 Tons Register carrying Passengers.

66. The general rules as to the conduct of examinations and for the examination in sight-tests contained in the foregoing regulations shall apply to these examinations.

67. A candidate must be not less than twenty-one years of age, and have served four years at sea or in extended river limits, one year of which must have been served in a somewhat similar class of sailing-vessel.

68. *Examination in Navigation.*—He must be able to read and to write a legible hand, and understand the first five rules of arithmetic. He must be able to take a bearing by compass, be conversant with the use of Mercator's chart, and be able to find, on a 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, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, also the distance of the ship from the object at the time of taking the second bearing. He must be able to find the deviation of the compass by bearings of two objects in a line. He must be able to find the times of high and low water at the different places given in the "New Zealand Nautical Almanac." He must also pass an examination in the International Code of Signals, the New Zealand General Harbour Regulations, and the colonial bar and tidal signals.

69. *Examination in Seamanship.*—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 use and management of the rocket apparatus in the event of his vessel being stranded, and a knowledge as to the ports in New Zealand where such rocket apparatus for saving life has been placed. He must be able to mark and use the lead and log lines, to manage a ship's boat in a surf or in heavy weather, to bend, unbend, set, reef, take in, and furl sail, to know how to act for the safety of the vessel if caught in a sudden squall, and what action to take if a man falls overboard, or if spars carry away; also any other questions of a like nature appertaining to the duties of the master of this class of vessel.

Rules for Examination for Certificates as Master of Fishing-boats and Cargo-ships over 5 Tons and up to 25 Tons Register.

70. The general rules as to the conduct of examinations, and for the examination in sight-tests contained in the foregoing regulations, shall apply to these examinations.

71. A candidate must be not less than twenty-one years of age, and have served four years at sea or in extended river limits, one year of which service must have been in the same class of vessel as that for which the certificate is desired.

72. *Examination in Navigation.*—He must be able to read, and to write a legible hand, and understand the first five rules of arithmetic. He must be able to take a bearing by compass, be conversant with the use of Mercator's chart, and be able to find, on a

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, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, also the distance of the ship from the object at the time of taking the second bearing. He must be able to find the deviation of the compass by bearings of two objects in a line. He must be able to find the times of high and low water at the different places given in the "New Zealand Nautical Almanac." He must also pass an examination in the International Code of Signals, the New Zealand General Harbour Regulations, and the colonial bar and tidal signals.

73. *Examination in Seamanship.*—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 use and management of the rocket apparatus in the event of his vessel being stranded, and a knowledge as to the ports in New Zealand where such rocket apparatus for saving life has been placed. He must be able to mark and use the lead and log lines, to manage a ship's boat in a surf or in heavy weather, to bend, unbend, set, reef, take in, and furl sail, to know how to act for the safety of the vessel if caught in a sudden squall, and what action to take if a man falls overboard, or if spars carry away; also any other questions of a like nature appertaining to the duties of the master of this class of vessel.

Extra Certificates.

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

The 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.

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 the examination for that certificate.

75. *Examination in Navigation.*—The candidate will be required to work out and show the construction of any four of the problems* prescribed for the ordinary certificates, and to satisfy the Examiner in the oral subjects prescribed for those certificates. He must also be prepared to be examined in any of the following subjects, showing the construction of all the problems:†—

- (a.) To work a lunar observation by either sun, star, or planet; and to compute the altitudes when they are not given.
- (b.) To find the latitude from double altitudes of the sun or of a star.
- (c.) To determine, from simultaneous observations of two different stars, the position of the ship and the true bearing of the stars by Sumner's method. The candidate may either determine the four longitudes from the two assumed latitudes which will be given, or solve the question in any other way he may choose.

* Either of the chart papers, Exn. 9c or Exn. 9d, may be given as one of these four problems.

† Two or three of these problems may usually be omitted, but all those set in the examination-papers given to the candidate must be worked

- (d.) To find the error of a chronometer from the altitude of the sun or of a star, observed with an artificial or with the natural horizon.
- (e.) To explain clearly, in writing, the principles of (1) great circle-sailing, (2) windward great-circle sailing, (3) composite great-circle sailing; and their advantages and disadvantages.
- (f.) To show approximately on a terrestrial globe the great-circle track, and the distance from one given position to another; also the latitude and longitude of vertex, and the longitude from vertex; and to explain how the track can then be transferred to a Mercator's chart. Occasionally the candidate will be required to lay the track down on a chart.
- (g.) To determine the initial great-circle course, and the distance from one given position to another, the latitude and longitude of vertex, the longitude from vertex, and the latitudes and longitudes through which the great circle will pass; laying the track, composite or otherwise, down on a Mercator's chart, and explaining briefly how the course and distance from one point to another on this track is then found. This problem may, subject to the decision of the Examiner, be solved either by calculation or by any tables, graphic method, or great-circle chart known to and preferred by the candidate, and it will usually be set so as to leave the choice of method to the candidate.
- (h.) To draw a figure, and write down the trigonometrical ratios.
- (i.) Right-angled plane trigonometry; deducing and writing down the formula for each computation in the problem given.
- (j.) Oblique-angled plane trigonometry; deducing and writing down the formula, or the rule, for each computation in the problem given.
- (k.) To give Napier's rules for circular parts for the solution of right-angled spherical triangles, explaining clearly how the different angles and sides are considered in deducing the formulæ.
- (l.) Right-angled spherical trigonometry.
- (m.) The laws of the deviation of the compass in iron ships. (See Appendix K.)
- (n.) To construct a Mercator's chart.
- (o.) The law of storms. The candidate to write a paper of what he knows of this subject.

He must be prepared to answer *viva voce* questions on the following subjects:—

- (p.) The leading principles of the construction of the sextant and of the vernier.
- (q.) The civil duties of a shipmaster, in which he will be expected to show a more extensive knowledge than a candidate for an ordinary master's certificate.

The construction of the problems mentioned above must be shown as follows:—

- (a.) A circle should be drawn projected on the plane of the horizon—unless the problem can be shown better otherwise—and a correct figure drawn in it, the magnitude

of the sides and angles being estimated approximately by the eye.

- (b.) The sides and angles used in solving the problem should be marked by distinguishing letters in the figure, and the candidate should for each fresh computation write down clearly what is given and what he is required to find, together with the formula which he proposes to use.
- (c.) Opposite each quantity in the computation he should put the letters denoting the part of the triangle which it represents, writing "comp" before the letters when the quantity is the complement of that part of the triangle.

Candidates will not be required to enter into the mathematical investigation of the rules and formulæ used in the solution of problems involving oblique-angled spherical triangles, but credit will be given to any candidate showing such knowledge. When however, a problem or part of a problem is solved by right-angled spherical trigonometry, the simple process of deducing the formula from the figure by Napier's rules for circular parts or other method must be shown.

Where a problem is solved by right-angled plane trigonometry, the simple process of deducing the formula from the figure for each of the computations in it must be shown.

The rule for finding the latitude by meridian altitude must be proved by the figure.

76. *Examination in Seamanship.*—In addition to the qualifications required of an ordinary master, an extra master will be expected to give satisfactory answers to any questions in practical seamanship that the Examiner may put to him.

77. Extra certificates for steamships will also be issued, subject to the examination described below, 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.

The examination is open to all who are qualified to go up for a certificate as master of a foreign-going steamship, or who have already obtained this certificate. It is open also to candidates 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. 21.)

78. *Examination in Navigation.*—The examination in navigation for an extra master's certificate for steamships will be precisely the same as that prescribed for an extra master's certificate.

79. *Examination in Seamanship.*—In addition to the qualifications required of a master of a foreign-going steamship, the extra master will be expected to give satisfactory answers to any questions appertaining to the management of a steamship that the Examiner may put to him.

Provisional Certificates.

80. Provisional certificates for foreign-going ships or for foreign-going steamships, according to the candidate's qualifications, are granted on the conditions stated below to any officer of the Mercantile Marine who may require such a certificate to qualify him for appointment to or promotion in the Royal Naval Reserve. These certificates are only issued for

Royal Naval Reserve purposes, and do not authorise the holders to go to sea as first mate or master.

81. Candidates for these certificates must apply at a Mercantile Marine Office, fill up the form of application (Exn. 2), and pay the usual fee. They must produce their first or second mate's certificates of competency, and an authority from the Marine Department before they can be examined.

82. *Provisional Certificates as First Mate.*—Provisional certificates as first mate are granted to candidates who can prove that they have served five years at sea, and that during one year of this period they have served in a capacity not lower than fourth mate while holding a second mate's certificate. They must pass the usual examination for first mate, and pay the usual fee. The provisional certificate is exchangeable for the full certificate as first mate, without further payment or examination, on production to the Marine Department of satisfactory proofs that the holder has served at sea not less than twelve months in a foreign-going vessel in a capacity not lower than fourth mate, and that during the whole of that period he has been in regular charge of a watch, and in possession of a full certificate of competency as second mate.

83. *Provisional Certificates as Master.*—Provisional certificates as master are granted to candidates who can prove not less than six and a half years' service at sea, and who pass the usual examination for master, and pay the usual fee. Of this service two and a half years must have been served in a capacity not lower than fourth mate of an ocean-going steamship, during the last twelve months of which the candidate must have been in possession of a full certificate as first mate. These certificates will be exchanged for the full certificate as master, without further payment or examination, on production to the Marine Department of satisfactory proofs that the holder has served at sea not less than two and a half years in a foreign-going vessel in charge of a watch in a capacity not lower than fourth mate, and that during twelve months of this period he has served as second mate while in possession of a full certificate of competency as first mate.

Certificates for Pleasure Yachts.

84. The examination for these certificates is purely voluntary, and is confined to persons who command their own sea-going pleasure yachts. 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.

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

The certificate will not entitle the holder to command any vessel except the pleasure yacht or yachts of which he is at the time the sole registered owner.

86. 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.

87. Testimonials of service need not be shown, but a candidate for examination will be required to produce a statutory declaration to the effect (1) that he is sole owner of the yacht; (2) that the yacht is sea-going; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application (Form Exn. 2), and pay the fee of £2 at a Mercantile Marine Office, as prescribed in par. 3.

88. In all other respects the regulations relating to examinations of masters of foreign-going ships will apply in these cases.

89. *Examination in Navigation.*—The examination in navigation for yacht-master's certificate will be precisely the same as that prescribed for an ordinary master's certificate, except that in the civil duties of a shipmaster the master of a yacht will only be expected to possess a knowledge of what he is required to do by the Shipping and Seamen Act.

90. *Examination in Seamanship.*—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 what steps to take if his vessel is disabled or unmanageable and drifting towards a lee shore. He will also be examined as to the resources for the preservation of the crew in the event of wreck. He must also possess a knowledge of the measures he should adopt for preventing and checking an outbreak of scurvy on board; and be prepared to answer any other questions relating to the management of a yacht, either steam or sailing, which the Examiner may ask.

91. *Extra Master of Yacht.*—An extra certificate will be issued to the owner of a yacht who either holds, or is qualified to be examined for, a yacht-master's certificate, subject to the following examination.

92. *Examination in Navigation.*—The examination in navigation will be precisely the same as that prescribed for an extra master's certificate. (See par. 67.)

93. *Examination in Seamanship.*—The subjects of examination in seamanship will be the same as those prescribed for a yacht-master's certificate, but the candidate for an extra certificate will be expected to show a more extensive practical knowledge than is required of a candidate for the yacht-master's certificate.

Voluntary Examination in Compass-deviation.

94. Any person holding a certificate of any grade in the foreign or home trade, or as master of his own pleasure yacht, who wishes to pass a voluntary examination in compass-deviation, 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 a note to that effect will be made upon his certificate.

Voluntary Examination in Steam.

95. These examinations are provided for the purpose of giving masters and mates who are possessed of certificates of competency an opportunity of under-

going a voluntary examination as to their practical knowledge of the use and working of the steam-engine.

96. The examination is open to any person who holds a certificate of any grade in the foreign or home trade, or as master of his own pleasure yacht. Candidates should fill up the form of application (Form Exn. 2) at a Mercantile Marine Office, pay the fee of £1, and deposit their certificates with the Superintendent. The Superintendent will inform the applicant when and where to attend to be examined. If the candidate fails to pass, his certificate will be at once returned to him.

97. If he passes, the report (Exn. 14) will be sent to the Marine Department with the certificate of competency, together with the Form Exn. 2; and the words "Certified to have 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 Form Exn. 2, and be delivered to the candidate in the usual manner.

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

99. The examination is for the most part *viva 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; and of the way in which electric lighting is carried out on board ship. Intricate theoretical questions on calculations of horse-power or areas of cylinders and valves, or any of the more difficult questions relating 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.

100. Examiners are to satisfy themselves that the candidates know the names and understand the uses of the various parts of engines and boilers, and their connecting-pipes, valves, cocks, &c. Practical knowledge, as distinguished from theories and abstruse calculations, is to be the test of the candidate's fitness to have his certificate indorsed.

101. 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; but, in the event of the candidate passing, the Examiner should state in writing what circumstances prevented a visit to an engine-room. If an opportunity offer, the candidate should be permitted, under the guidance of the Examiner, to start and stop the engine of some vessel which may have her steam up.

102. The Examiner, in sending in his report of the examination, should state where the examination has been held.

103. 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.

* Printed at the end of the regulations relating to the examination of engineers.

104. These questions, with the candidate's answers, should be sent to the Marine Department, with the reports, after each examination.

105. 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.

106. 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.

107. 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 practical knowledge of the use and working of the steam-engine. Examiners will not fail to appreciate the fact 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 ESTIMATING SEA-SERVICE.

108. In these regulations sea-service is reckoned from the commencement to the termination of the voyage. The certificates of discharge will generally be accepted as proof of sea-service. Superintendents and Examiners will be careful to see that these discharges have not been in any way tampered with, and will report any suspicious cases to the Marine Department.

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

110. For home-trade certificates service in the home or coasting trade or in extended river limits 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 time served in the foreign trade.

111. By the word "certificate" is meant a certificate of competency granted by the Board of Trade under the Merchant Shipping Act or by the Government of a British possession under an Order in Council issued in pursuance of the Merchant Shipping Act, 1894, and "The Shipping and Seamen Act, 1903."

A list of the colonial certificates referred to will be found in Appendix S. They are of the same force as the corresponding certificates granted by the Board of Trade.

112. Where a foreign-going certificate is required in order to qualify a candidate for examination, the certificate may be either an ordinary certificate, or a certificate for fore-and-aft-rigged vessels, or a certificate for foreign-going steamships.

113. The term "pilot" in these regulations (see pars. 32 and 60) 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.

114. Officers' services, to be recognised as qualifying for purposes of examination, must be performed with the requisite certificate, as specified in Appendix O. The officers' service performed by men who have been duly promoted during the course of a voyage (see par. 118), or who, in consequence of serv-

ing in vessels plying between ports abroad, have been unable to obtain the necessary certificates, may, however, be recognised, provided that it is in other respects satisfactory.

115. Foreign officers who wish to apply for a British certificate of competency must in all cases have performed their qualifying officer's service with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials to conduct and character, and is able to prove that the service has been in the required capacities, and that during the period of service he has held a British certificate of competency of the rank required by the regulations.

116. 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 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 and others 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.

117. Service as additional or auxiliary first or second mate in large foreign-going vessels, when in both cases third and fourth mates are also carried, 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 produces the necessary certificate (see par. 116) showing that he was in charge of a watch or watches during the whole time claimed.

118. 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.

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

120. The testimonials of service of foreigners and of British officers and seamen serving in foreign vessels, which cannot be verified by the Marine Department, 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.

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

122. In the case of excursion-steamers, only such service as can be proved to have been performed at sea will be accepted for foreign-going certificates, and

only such as has been performed at sea or in extended river limits for home-trade certificates.

123. Candidates whose service has been performed in capacities other than apprentice, mid-shipman, cadet, ordinary seaman, or able seaman—*e.g.*, men who have served as carpenter, or sail-maker, or as cook in small vessels where cooking is only a part of a man's duty—will be required to satisfy the Examiner or 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 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, or as purser will not be accepted.

124. Service performed exclusively in trawlers and other deep-sea fishing-vessels or in pilot-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 certificate service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

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

- (a.) It 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, and that service in harbour or port is 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 95; 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 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 20 tons net register, or in steam-yachts of 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 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.

126. Service performed in tugs employed outside partially smooth-water limits may be accepted as sea-service for the purpose of qualifying a candidate for a second mate's, mate's, or master's certificate for home-trade ships.

127. Service in steam hopper-barges may, subject to the provisions of par. 129, be allowed to count towards qualifying a candidate for a second mate's or mate's certificate of competency for home-trade ships, provided the candidate 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.

128. Service in lightships or in an engine-room will not be accepted as sea-service.

129. Service performed on rivers, no matter of what size, and service performed within restricted limits, will not be accepted, with the exception mentioned in note of par. 65.

Where any doubt whatever exists on this point, the candidate will 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.

130. 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.

131. The *whole* of the time claimed under indentures of apprenticeship will be accepted as actual sea-service to qualify under par. 28 for second mate's certificate, provided—(a) that the indentures have not been cancelled through some fault of the candidate, but are indorsed by the owner or master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and (b) that the candidate had served at sea four-fifths of the time claimed—that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures—*e.g.*, where he has had training-ship or other sea-service prior to being bound which, together with his actual time as apprentice, makes up the required

four years, or where his indentures are for a period of more than four years—a letter from the owner or master will be accepted in place of the indorsement referred to above.

In the event of the candidate being short of the required four-fifths of the time claimed as apprentice 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.

132. The *whole* of the time served as midshipman or cadet under indentures, will also be accepted, subject to the same conditions as those laid down for apprentices; and the same will be the case even when not bound by indentures, provided that the service as midshipman or cadet has been continuous, and that on the date of the termination of the period of service claimed in this capacity the candidate was on articles of agreement, and that he is able to comply with the requirements laid down in the matter of serving or making up the four-fifths period at sea during the time claimed.

SERVICE IN THE ROYAL NAVY, ROYAL INDIAN MARINE, AND SERVICE IN THE ROYAL NAVAL RESERVE.

133. Officers of the Royal Navy or of the Royal Indian Marine who wish to be examined for certificates of competency in the mercantile marine will be required to prove the following service; and if an officer wishes to obtain the ordinary certificate for foreign-going ships he must prove that at least twelve months of this required period was served under sail alone:—

- (i.) For second mate: The officer must prove four years service at sea, or that he has attained the rank of acting sub-lieutenant.
- (ii.) For only mate: Five years' service at sea.
- (iii.) For first mate or master: The officer must prove that he has attained the rank of sub-lieutenant in the Royal Navy, or of lieutenant in the Royal Indian Marine.

134. Lieutenants, sub-lieutenants, and acting sub-lieutenants of the Royal Naval Reserve who perform sea-service on board His Majesty's ships will be allowed to count such service as if it had been performed in foreign-going merchant ships, and the service will rank according to the certificate of competency held by the candidate at the time.

Midshipmen of the Royal Naval Reserve possessing a first mate's certificate, and temporarily granted the rank of acting sub-lieutenant whilst undergoing twelve months' training afloat in the Royal Navy, will only be allowed to count such service as if it had been performed in the capacity of second mate of a foreign-going merchant ship with a first mate's certificate.

135. 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.

CONDUCT OF THE EXAMINATIONS.

136. The examinations will commence early in the forenoon, and will be continued from day to day until all the candidates whose names appear upon the list are examined.

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

138. 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 or paper.

139. No person will be allowed in the room during the examination other than those whose duties require them to be present.

No instructors will be allowed on the premises.

140. Candidates are prohibited from bringing into the examination-room books or papers 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.

141. 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.

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.

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

143. No candidate may leave the examination-room without permission, and without giving up the paper on which he is engaged. Under no circumstances will a candidate be allowed to leave the building while the examination is proceeding. Violation of this rule will subject the candidate to all the penalties of a failure.

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

145. In the event of any candidate being discovered referring to any book or paper, or 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.

146. If a candidate defaces, blots, writes in, or otherwise injures any book or form belonging to the Marine Department, his papers will be retained until he has replaced the damaged book or document. He will not be allowed to remove the damaged book or document, and will be subjected to all the penalties of a failure.

147. Perfect silence is to be preserved in the examination-room.

148. 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.

149. The envelopes containing the examination-papers when received from Wellington must on no account be opened by any other officer than the

Examiner, and by him only at the commencement of the examination. Should the envelope containing the examination-papers appear to have been opened or in any way tampered with on its arrival from Wellington, the Examiner should, if he thinks it necessary, defer the examination until the following day, and telegraph immediately to the Principal Examiner in Wellington for a fresh set of papers. In the event of any case of this kind occurring, a full report of the circumstances, and of the steps taken in the matter, should be immediately forwarded to the Principal Examiner. After the envelopes have been opened, and until the examination-papers are again sealed up and despatched to Wellington, the Examiner is expected to take special precautions to preclude the possibility of any person having access to them. The responsibility of insuring that this is effectually done will rest with the Examiner. The examination-papers of candidates must in all cases be sent to the Principal Examiner in Wellington for his approval, together with the report of the examination on the Form Exn. 14. The envelopes in which the examination-papers are returned to the Principal Examiner must be carefully sealed with the official seal at both the top and bottom, and this must be done under the eye of the Examiner.

150. 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 neighbour to look over 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. When the errors are not too numerous 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 which would indicate how far or to what extent the work is incorrect. The incorrect problems are not to be returned to the candidate for correction a second time, and should more than one of the problems—or two, if the errors are only slight—be still incorrect, this would involve a failure. It must be understood, however, that the day's work, latitude by meridian and ex-meridian altitude of sun and star, chronometer problem by sun and star, and the Sumner problem, must always be correct.

151. At those ports where, from the large number of 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.

152. In the examinations for extra certificates for foreign-going ships and for steamships the candidate will be required to complete the whole of his problems and other papers, which must not be returned to the candidate for correction, but will then be dealt with by the Examiner on the mark system. If the candidate does not obtain 85 per cent. of the total number of marks allotted for the papers he will be declared to have failed.

153. The examination will commence with a quarter of an hour's dictation to test handwriting and spelling. This, however, is only to be given to those candidates who present themselves for examination for the first time for a foreign-going certificate. The spelling must be reasonably and fairly

good, and the writing clear and legible. The spelling and writing of all candidates must be satisfactory, and, in cases where there is any doubt about the ability of a candidate to spell correctly, he will be specially tested by dictation.

154. The paper of definitions is only for those candidates who present themselves for examination for the first time for a foreign-going certificate. In using this paper the Examiner will place a mark against the questions which he wishes to be answered, not less than ten questions being so 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, and also draw a rough sketch or diagram opposite to each of the questions to which he has given written answers, in further illustration of its meaning. *Viva voce* questions will be asked on the answers given. (See par. 165.)

155. In the questions on the deviation of the compass, the Examiner will mark at least twelve of the questions, including the problems. The selected questions will be varied frequently, and no two candidates will have precisely the same questions. The candidate will be furnished with sheets of the blank ruled paper which is supplied for the 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. 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 compass-deviation on Form Exn. 7, but will be examined in the syllabus and with the compass-deviascope.

156. The examination on the barometer, thermometer, and hydrometer, prevailing winds and currents of the globe, trade routes, and tides, will for the present be conducted orally, and the questions asked by the Examiner, which will be constantly varied, will be confined to and based on the information given in the text-books mentioned in Appendix Q. Candidates will be required to have a fair and intelligent knowledge of the contents of those books.

157. Particular attention should be paid to the adjustments of the sextant, the examination in which subject will be conducted orally and practically. Every candidate will be examined practically as to his knowledge of the adjustments and the use of the various screws; he must be able to read correctly off the arc, a supposed index error being given by the Examiner as additive, as well as reading on the arc in the usual way; he must also be able to find the sun error both by the horizon and by the sun.

158. Candidates will find it more convenient, both during the examination and at sea, to correct the declination and other elements from the "Nautical Almanac" by the hourly differences given in that work; they will thereby render themselves independent of any proportional or logarithmic table for that purpose.

159. The corrections by inspection of tables given in some of the works on navigation—*e.g.*, Tables IX., XI., and XXI., in Norie's *Epitome*—will not be allowed; every correction must appear on the papers of the candidates.

160. All outstanding or minor corrections should appear in the margin of each problem paper and on the chart papers, and the papers of the candidates will not be considered complete without these corrections.

161. 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.

162. Candidates will be allowed to work out the various problems according to the method and the tables they have been accustomed to use.

163. All the problems given in the examinations, both for the ordinary and for the extra certificates, will be constantly varied; and the mode of stating the times in the astronomical problems, and the mode of wording and setting these and all other problems, will be varied in every possible way, so as to insure that the candidate has a proper knowledge of the subject.

164. Candidates are expected not only to give correct written answers to the questions set in the papers, but also to possess an intelligent knowledge of the various subjects prescribed in the regulations. The Examiner will therefore put a few *viva voce* questions to the candidate as the papers are brought up for inspection or during the course of the examination. The questions, which will be based on the papers set, will be such that the Examiner may satisfy himself that the candidate possesses a real knowledge of what he has written.

165. When an Examiner finds it necessary to fail a candidate in this supplementary *viva voce* test, a statement to that effect will be made on the candidate's examination-papers before they are forwarded to the Principal Examiner in Wellington.

Time allowed.

166. Candidates for second mate's ordinary certificates must complete the whole of the examination in navigation in nine hours, including the time allowed for writing the definitions on Form Exn. 4a, the paper on the chart, and the correction of all errors and oversights; but the quarter of an hour's dictation, and all the nautical problems, excepting the chart paper, must be completed within six hours, and without the candidates leaving the premises during that period.

167. Candidates for only and first mate's ordinary certificates must complete the whole of the examination in navigation in twelve hours,* including the time allowed for the papers on the chart, cyclones or revolving storms, and for the correction of all errors and oversights; but the nautical problems up to and including (k) of the syllabus prescribed for only and first mate must be completed within six hours, and without the candidates leaving the premises during that period.

168. Candidates for ordinary certificates as master must complete the whole of the examination in navigation in fifteen hours including the time allowed for the papers on the chart, compass-deviation, cyclones or revolving storms, and for the correction of all errors and oversights; but the problems up to and including (k) of the syllabus prescribed for only and first mate must be completed within six hours, and without the candidates leaving the premises during that period.

* A candidate who is not applying for a second mate's certificate, and who has not previously passed an examination may be allowed the time allotted to dictation and writing the definitions on Form Exn. 4a in addition to the above.

169. Candidates for certificates for foreign-going steamships will be allowed the same amount of time to complete their navigation-work as is allowed in the case of ordinary certificates.

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

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

172. The time allowed for candidates for extra certificates to complete the whole of the problems and writings, including the compass syllabus, must not exceed twenty-six hours.

173. Candidates for certificates as masters of river steamers must complete the arithmetical paper as well as the paper to test writing within three hours.

174. Candidates for certificates as masters of sailing-vessels of over 5 tons and up to 25 tons register, within restricted limits, carrying passengers, also as masters of fishing-boats or cargo-vessels under 25 tons register must complete the whole of their arithmetical chart, and other papers within six hours.

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

176. Punctually at the expiration of the prescribed time all papers will be collected, whether completed or not. If the papers are not completed, the candidate will be declared to have failed, unless the Examiner sees fit to lengthen the period in any special case. Where such an extension of time is granted, the case must be fully reported to the Principal Examiner on the Form Exn. 14.

177. The periods prescribed in the foregoing paragraphs are not intended to include the time occupied by the *viva voce* part of the examination.

178. 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.

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

180. 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, chart, questions relating to cyclones, and compass-deviation.

181. The Sumner problem (Exn. 6c) must on no account be given out to any of the candidates on the first day of the examination, but should form the commencement of the candidates' work on the second day. On the completion of this problem the candidates for masters' certificates should proceed with the problems (a) (b) (c) of the syllabus for that grade.

182. Degree of precision required in the solution of the problems:—

- (a.) Candidates are expected to work out their answers to all problems where the answer required is a latitude, longitude,

or distance within $1\frac{1}{2}'$ of position from a correct result; in finding the ship's position by Sumner's method a margin of $2\frac{1}{2}'$ will be allowed.

- (b.) In such problems as the "amplitude" and "altazimuth," where the bearing, deviations, &c., only are required, a margin of 3' or 4' from a correct result will be sufficiently accurate.
- (c.) Candidates for ordinary certificates are not required to correct for *second differences* in taking out the quantities from the "Nautical Almanac"; and even candidates for extra certificates are only required to show that they are acquainted with the method of *second differences* by correcting the elements for same in the lunar problem.
- (d.) In solving the time-azimuth problems 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 computing the time at which a given star will be on the observer's meridian, and the name of the stars near the meridian (sections *b* and *e* of par. 33), an approximation only is required, and it will be sufficiently precise if the candidate works throughout with the nearest minute of time. In computing the approximate meridian altitude of a star (section *g*), working throughout with the nearest minute of arc will also be sufficiently close.
- (f.) In interpolating for the correct deviation to be applied in solving the chart questions, it will usually be sufficient 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. It is not necessary that the candidate should waste his time in solving the course to odd minutes, as is sometimes done.
- (g.) In calculating the correction to apply to soundings the candidate is not required to work to the exact inch, as is sometimes done. It will be sufficient if he brings his answer within half a foot or so of a precise result.
- (h.) In the lunar problem a difference of 3' in the longitude from the correct answer as deduced by a rigorous method by spherical trigonometry will be allowed.

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.

183. A candidate will not be allowed to undergo examination twice in the same week, unless, under very special and urgent circumstances, the Marine Department sees fit to relax this rule. In that case a different set of problems should be given to the candidate.

F

APPENDICES.

APPENDIX A.

THE SIGHT-TESTS.

1. 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 par. 11.)

(2.) The test to be used are Snellen's letter test for candidates who can read, and the "dot" tests 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 5 ft. or 6 ft. from the ground.

(5.) If the candidate can read, he should be placed at a distance of 16 ft. from the letter-test sheets, and exactly opposite them. The distance should never be varied, and the candidate should not be allowed to approach within 16 ft. 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 only shows the distance in feet at which a person possessing ordinary or normal sight should be able to read the letters in the row, and does not apply to the distance at which a candidate under examination should be tested.

(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 8 ft. 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. The distance at which the candidate must stand, and the standard of vision required, should, however never be varied.

(9.) Every candidate who fails to pass the form-vision test is to be examined with the pellet test, as follows: The pellets should be placed on a white plate, and the first test-pellet (which is of the same colour as the first wool-test skein) should then be placed a little distance from the box on another white plate. The candidate should be required to pick out and lay by the side of the test-pellet all pellets of the same colour. The same should be done with the second and third test-pellets, and the examination should proceed in the same way as the wool test.

(10.) Should the candidate pass the pellet-test, the Form Exn. 17*b*, together with the remarks of the Examiner, is to be forwarded to the Marine Department for instructions as to whether the candidate is or is not to be regarded as having failed in form-vision.

(11.) Should, however, the candidate fail in the pellet test, thus indicating that the defective form-sense is due to disease, &c., it will not be necessary to submit the case to Wellington, but the Examiner should report the candidate as having failed in form-vision, and in forwarding the usual papers a description of the colours of the pellets incorrectly selected as matches in the respective tests, with any remarks, should be given on the Form Exn. 17*c*, in the space allotted for the incorrect wools.

(12.) The result of every test in form-vision is to be reported to the Marine Department on the Form Exn. 2, and on Form Exn. 14 when the candidate is up for examination for a certificate, and on Form Exn. 2*b* when the candidate is up for examination in colours only.

All cases of failure to pass the test are also to be reported to the Marine Department on Form Exn. 17*b*.

2. 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 Form Exn. 17*c*, 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 (Form Exn. 17*c*), with the pieces of wool attached to it, is then to be forwarded to the Marine Department, with the Examiner's report, on Form Exn. 17*b*.

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 candidate.

(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 under heading "Colour-ignorance Test.")

(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.

(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.

* 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-tests.

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 on the Form Exn. 2, and on Form Exn. 14 when the candidate is up for examination for a certificate of competency, and on the Form Exn. 2b when the candidate is up for examination in colours only.

All cases of failure should also be reported to the Marine Department on Form Exn. 17b, to which should be attached Form Exn. 17c, containing 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 represent 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 examination, 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., IIa., and IIb.); 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 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. IIa., is shown to the examinee. The colour is midway between the lightest and darkest. It only approaches that given as IIa. 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. IIb. 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 IIb. 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 employees 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 should also 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 eye does. This, of course, assists in testing them, providing 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 name 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 circumstances 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 grounds, 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 IIa.).

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 limits. 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 usually follow; 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 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 the 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 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 wool 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 the Examiner has often seen it, he can readily recognise and be assured that it is an expression of difficulty in distinguishing the difference 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 effect 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 persons who by Test No. I. have been noted "incompletely 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—namely, 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.

3. 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 on the Form Exn. 2, and on Form Exn. 14 when the candidate is up for examination for a certificate of competency, and on Form Exn. 2b when the candidate is up for examination in colours only.

All cases of failure should be reported to the Marine Department on Form Exn. 17b.

APPENDIX B.

EXAMINATION-DAYS.

SIGHT-TESTS.

Auckland: Tuesday morning, from 10 to 12, by the Examiners of Masters and Mates.

Wellington: Saturday morning, from 10 to 12, by the Examiners of Masters and Mates.

Lyttelton: Saturday mornings, from 10 to 12, by the Examiner of Masters and Mates.

Port Chalmers: Saturday morning, from 10 to 12, by the Examiner of Masters and Mates.

MASTERS' AND MATES' CERTIFICATES.

Auckland: Wednesday in each week.

Wellington: Monday in each week.

Lyttelton: Monday in each week.

Dunedin: Monday in each week.

APPENDIX C.

DEFINITION PAPER.

THE candidate is required to write a short definition or answer, accompanied by a rough sketch or diagram, where applicable, in the case of so many of the following questions as may be marked with a cross by the Examiner. The Examiner will mark not less than ten. Candidates must write clearly and pay attention to the spelling.

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|-------------------------------------|---|
| 1. Great circles. | 27. Departure. |
| 2. Vertex of a great circle. | 28. Nautical mile. |
| 3. Small circles. | 29. Rhumb line. |
| 4. Vertical circles. | 30. Prime meridian. |
| 5. Right angle. | 31. First point of Aries. |
| 6. Oblique angle. | 32. Prime vertical. |
| 7. Obtuse angle. | 33. Civil time. |
| 8. Spherical angle. | 34. Astronomical time. |
| 9. Arc. | 35. Sidereal time. |
| 10. Complement of an arc or angle. | 36. Mean time. |
| 11. Supplement of ditto. | 37. Apparent time. |
| 12. The equator. | 38. Equation of time; why it is used, when it is at a maximum, and when at a minimum. |
| 13. The poles. | 39. Hour angle of a celestial object. |
| 14. The meridian. | 40. Observed altitude. |
| 15. The ecliptic. | 41. Apparent altitude. |
| 16. The tropics. | 42. True altitude. |
| 17. Equinoctial. | 43. Zenith distance. |
| 18. The visible horizon. | 44. Azimuth. |
| 19. The sensible horizon. | 45. Amplitude. |
| 20. The rational horizon. | 46. Declination. |
| 21. Artificial horizon and its use. | 47. Polar distance. |
| 22. Parallels of latitude. | 48. Right ascension. |
| 23. Difference of latitude. | 49. Dip or depression of the horizon. |
| 24. Meridional parts. | 50. Refraction. |
| 25. Longitude. | |
| 26. Difference of longitude. | |

51. Parallax.
 52. Semi-diameter.
 53. Augmentation of moon's semi-diameter.
 54. Magnetic meridian.
 55. True course of a ship.
 56. Magnetic course.
 57. Compass course.
 58. Variation of the compass.
 59. Deviation of the compass, and how it is caused.
 60. The error of the compass.
 61. Lee-way.
 62. Does the variation change with time?
 63. Is the variation the same all over the world?
 64. Where do you find variation?
 65. Does the deviation change; if so, when?
 66. Where is the north magnetic pole situated?
 67. Where is the south magnetic pole situated?
 68. Should the compass-needle point to the magnetic or the true pole of the earth?
 69. When is the altitude of an object most seriously affected by refraction?
 70. Where is the Pole Star situated?
 71. Which is the most favourable time for determining the hour angle of a celestial body, and thence the longitude, and state the reason why
 72. Describe the construction of a mariner's compass.
 73. Describe an azimuth compass.
 74. Describe a pelorus, and its use.
 75. Describe a chronometer, and its use.

APPENDIX D.

INTERNATIONAL CODE OF SIGNALS.

EXAMINERS are recommended to frame the examination in the International Code of Signals upon the instructions and illustrations given at the commencement of Parts I. and II. of the Signal-book. The information there given will be found sufficient to indicate all the characteristics of the Code.

By the form of the hoist, an observer can at sight understand the nature of any signal he sees flying; the examination should therefore tend to elicit a clear knowledge of all the distinctive features of the Code.

With this object in view, the Examiners should question the candidates as to the distinguishing forms of the respective hoists, which will be indicated according as a burgee, a pennant, or a square flag is uppermost, and also with regard to the number of flags, and the position of the code-flag when used in the hoist; making the 1, 2, 3, and 4 flag signals on the models supplied for the purpose, and varying the signals made, showing 2 and 3 flag signals, with and without the Code flag included, or a geographical or a vocabulary signal, the name of a merchant ship, or of a ship of war.

As the two latter signals would not be found in the Signal-book, the candidate should know where to find them, and then be required to read them from the Code List of Ships.

The candidate should (a) be able to read a signal at sight, so far as to name the flags composing the hoist; (b) know the use of the Code pennant and of the pennants C and D, "Yes" and "No," also of the two burgees A and B, and the square flags S and P, and the flags used to indicate cholera, plague, &c.,

on board, and the quarantine flag; (c) be required to signal some word or words not included in the vocabulary of the Code either by letters or by the spelling-table (page 516) or both; (d) have a knowledge of the distant signals and of their object, and the different modes of signalling therewith; and be required to make, and read off, one or two signals on the models supplied for this purpose; (e) understand the Morse Code, and know the special signals indicated by certain letters as given on page 550; (f) have a good knowledge of the distress signals, and understand the penalty which may be incurred by their improper use.

The ball being the distinguishing symbol of the distant signal, any pennants of flags may be used in conjunction with it irrespective of colour, when employed as an alternative for the cone and drum, but the latter should always be used where practicable.

The International Code is used on board His Majesty's ships, and it has been adopted by all the principal maritime powers for their public as well as their private ships.

SEMAPHORES.

Plates 1 and 2, Part II., of the Signal-book explain the method by which the arms of the semaphore are made to represent by their position with respect to the indicator the four symbols used for distant signalling—viz., a ball, a cone point upwards, a cone point downwards, and a drum.

Before making signals with the semaphore, the black disc with a white ring should be placed on the top of the semaphore mast, and the indicator shown on the proper side.

A list of the countries to which messages will be forwarded by the French sempahore-stations, with the tariff, will be found on page 548 of the Signal-book.

NOTE.—The International Code of Signals, with the Code list, is prepared by the Registrar-General of Shipping and Seamen, and may be obtained of the Publishers, Messrs. Spottiswoode and Co., 54, Gracechurch Street, London, and the principal booksellers at the various ports.

The Official Mercantile Navy List and Maritime Directory may be obtained in like manner, price 12s.

APPENDIX E.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

(Order in Council of the 27th November, 1896.)

SCHEDULE I.

Preliminary.

THESE rules shall be followed by all vessels upon the high seas, and in all waters connected therewith navigable by sea-going vessels.

In the following rules every steam-vessel which is under sail and not under steam is to be considered a sailing-vessel, and every vessel under steam, whether under sail or not, is to be considered a steam-vessel.

The word "steam-vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor or made fast to the shore or aground.

Rules concerning Lights, &c.

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

Art. 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Art. 2. A steam-vessel when under way shall carry—

- (a.) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 ft., and if the breadth of the vessel exceeds 20 ft., then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 ft., a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side—and of such a character as to be visible at a distance of at least five miles.
- (b.) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.
- (c.) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.
- (d.) The said green and red side-lights shall be fitted with inboard screens projecting at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.
- (e.) A steam-vessel when under way may carry an additional white light similar in construction to the lights mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 ft. higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

Art. 3. A steam-vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 ft. apart, and, when towing more than one vessel, shall carry an additional bright white light 6 ft. above or below such lights, if the length of the tow, measuring from the stern of the towing-vessel to the stern of the last vessel towed, exceeds 600 ft. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light mentioned in Article 2 (a), except the additional light, which may be carried at a height of not less than 14 ft. above the hull.

Such steam-vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

Art. 4. (a.) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam-vessel, in lieu of that light, two red lights in a vertical line one over the other, not less than 6 ft. apart, and of such a character as to be visible all round the horizon at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, two black balls or shapes, each 2 ft. in diameter.

(b.) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and, if a steam-vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 ft. apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least two miles. By day she shall carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, three shapes not less than 2 ft. in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c.) The vessels referred to in this article, when not making way through water, shall not carry the side-lights, but when making way shall carry them.

(d.) The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command, and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

Art. 5. A sailing-vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam-vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Art. 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Art. 7. Steam-vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage respectively, and rowing-boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:—

1. Steam-vessels of less than 40 tons shall carry—

- (a.) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not

less than 9 ft., a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least two miles.

- (b.) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 ft. below the white light.

2. Small steam-boats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 ft. above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision 1 (b).

3. Vessels under oars or sails of less than 20 tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing-boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this article shall not be obliged to carry the lights prescribed by Article 4 (a) and Article 11, last paragraph.

Art. 8. Pilot-vessels, when engaged on their station pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted ready for use, and shall flash or show them at short intervals to indicate the direction in which they are heading, but the green light shall not be shown on the port side nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot-vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other vessels of their tonnage.

Art. 9.*

Art. 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass—viz., from six points from right aft on each side of the vessel—so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

* This article will deal with regulations affecting fishing-boats, and will be the subject of another Order, which will be submitted to His Majesty for approval at a later date.

Art. 11. A vessel under 150 ft. in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 ft. above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

A vessel of 150 ft. or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20 ft., and not exceeding 40 ft. above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 ft. lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

Art. 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress-signal.

Art. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship-owners which have been authorised by their respective Governments and duly registered and published.

Art. 14. A steam-vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 ft. in diameter.

Sound-signals for Fog, &c.

Art. 15. All signals prescribed by this article for vessels under way shall be given—

1. By "steam-vessels" on the whistle or siren.
2. By "sailing-vessels and vessels towed" on the fog-horn.

The words "prolonged blast," used in this article, shall mean a blast of from four to six seconds' duration.

A steam-vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell.* A sailing-vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rain-storms, whether by day or night, the signals described in this article shall be used as follows, viz. :—

- (a.) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.
- (b.) A steam-vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.
- (c.) A sailing-vessel under way shall sound, at intervals of not more than one minute,

* In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

- (d.) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (e.) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession—viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.

Sailing-vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but, if they do not, they shall make some other efficient sound-signal at intervals of not more than one minute.

Speed of Ships to be Moderate in Fog, &c.

Art. 16. Every vessel shall, in a fog, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam-vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

Preliminary.—Risk of Collision.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass-bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

Art. 17. When two sailing-vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, viz. :—

- (a.) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b.) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c.) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d.) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e.) A vessel which has the wind aft shall keep out of the way of the other vessel.

Art. 18. When two steam-vessels are meeting end-on, or nearly end-on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end-on, or nearly end-on, in such a manner as to involve risk of collision, and does not apply to

two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end-on, or nearly end-on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and, by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Art. 19. When two steam-vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other.

Art. 20. When a steam-vessel and a sailing-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel.

Art. 21. Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

NOTE.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)

Art. 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Art. 23. Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

Art. 24. Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—i.e., in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Art. 25. In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or midchannel which lies on the starboard side of such vessel.

Art. 26. Sailing-vessels under way shall keep out of the way of sailing-vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

Art. 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Sound-signals for Vessels in Sight of one Another.

Art. 28. The words "short blast," used in this article, shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam-vessel under way, in taking any course authorised or required by these rules, shall indicate that course by the following signals on her whistle or siren, viz. :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

No Vessel under any Circumstances to neglect Proper Precautions.

Art. 29. Nothing in these rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of Rules for Harbours and Inland Navigation.

Art. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

SCHEDULE II.

*Distress Signals.**

Art. 31. When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute ;
2. The International Code signal of distress indicated by N.C. ;
3. The distant signal, consisting of a square flag, having either above it or below it a ball or anything resembling a ball ;†
4. A continuous sounding with any fog-signal apparatus.

At night—

1. A gun or other explosive signal fired at intervals of about a minute ;
2. Flames on the vessel (as from a burning tar-barrel, oil-barrel, &c.) ;

* If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of those signals of distress, except in a case of a vessel being in distress, he shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of that signal having been supposed to be a signal of distress ; and that compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable. (Merchant Shipping Act, section 434 (2).)

† A further distress signal is provided in the new International Code of Signals. It is a distant signal consisting of a cone point upwards, having either above it or below it a ball or anything resembling a ball. This signal has not been sanctioned by Order in Council under the provisions of section 434 of "The Merchant Shipping Act, 1894."

3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals
4. A continuous sounding with any fog-signal apparatus

Fishing-vessels' Lights.

(Article 10 of the Order in Council of the 11th August, 1884.)

Art. 10. Open boats and fishing-vessels of less than 20 tons net registered tonnage, when under way, and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the coloured side-lights ; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent a collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

The following portion of this article applies only to fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre :—

- (a.) All fishing-vessels and fishing boats of 20 tons net registered tonnage or upwards, when under way, and when not required by the following regulations in this article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way.
- (b.) All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 ft. and not more than 10 ft., and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than 5 ft. and not more than 10 ft. The lower of these two lights shall be the more forward, and both of them shall be of such a character, and contained in lanterns of such construction, as to show all round the horizon on a dark night with a clear atmosphere for a distance of not less than three miles.
- (c.) A vessel employed in line-fishing with her lines out shall carry the same lights as a vessel when engaged in fishing with drift-nets.
- (d.) If a vessel when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog-signal for a vessel at anchor.
- (e.) Fishing-vessels and open boats may at any time use a flare-up in addition to the lights which they are by this article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the after part of the vessel, excepting that, if the vessel is hanging by the stern to her trawl, dredge, or drag-net, they shall be exhibited from the bow.
- (f.) Every fishing-vessel and every open boat when at anchor, between sunset and sunrise, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

(Board of Trade Notice of Amendment, September, 1905.)

(g.) In fog, mist, falling snow, or heavy rain-storms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag-net, and vessels employed in line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards respectively, at intervals of not more than one minute make a blast; if steam-vessels with the whistle or syren, and if sailing-vessels with a fog-horn, each blast to be followed by ringing the bell. Fishing-vessels and boats of less than 20 tons of gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not they shall make some other efficient sound-signal at intervals of not more than one minute.

ALTERNATE LIGHTS FOR TRAWLERS WHEN ENGAGED IN TRAWLING HAVING THEIR TRAWLS IN THE WATER AND NOT BEING STATIONARY.

(Orders in Council of the 30th December, 1884, and 24th June, 1885.)

1884.—*Part I.—Steam-vessels of 20 Tons gross Register Tonnage or upwards.*

(1.) On or in front of the foremast-head, and in the same position as the white light which other steamships are required to carry, a lantern showing a white light ahead, a green light on the starboard side, and a red light on the port side; such lantern shall be so constructed, fitted, and arranged as to show an uniform and unbroken white light over an arc of the horizon of four points of the compass, an uniform and unbroken green light over an arc of the horizon of ten points of the compass, and an uniform and unbroken red light over an arc of the horizon of ten points of the compass, and it shall be so fixed as to show the white light from right ahead to two points on the bow of each side of the ship, the green light from two points on the starboard bow to four points abaft the beam on the starboard side, and the red light from two points on the port bow to four points abaft the beam on the port side: (2) a white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon; the lantern containing such white light shall be carried lower than the lantern showing the green, white, and red lights as aforesaid, so, however, that the vertical distance between them shall not be less than 6 ft. and not more than 12 ft.

1884.—*Part II.—Sailing-vessels of 20 Tons net Register Tonnage or upwards.*

(1.) On or in front of the foremast-head a lantern having a green glass on the starboard side and a red glass on the port side, so constructed, fitted, and arranged that the red and green do not converge, and so as to show an uniform and unbroken green light over an arc of the horizon of twelve points of the compass, and an uniform and unbroken red light over an arc of the horizon of twelve points of the compass, and it shall be so fixed as to show the green light from right ahead to four points abaft the beam on the starboard side, and the red light from right ahead to four points abaft the beam on the port side: and (2) a white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear uniform and unbroken light all round the horizon; the lantern containing such white light shall be carried lower than the lantern showing the

green and red lights as aforesaid, so, however, that the vertical distance between them shall not be less than 6 ft. and not more than 12 ft.

1885.—*Sailing Trawlers of any Tonnage.*

As regards sailing-vessels engaged in trawling, such vessels having their trawls in the water and not being stationary, in consequence of their gear getting fast to a rock or other obstruction, if they do not carry and show the lights carried by sailing-vessels under way, or the other lights of the description set forth in Part II. of the Schedule to the Order in Council of the 30th December, 1884, shall carry and show in lieu of these lights other lights as follows, that is to say,—

A white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon, and visible on a dark night with a clear atmosphere for a distance of at least two miles; and also a sufficient supply of red pyrotechnic lights which shall each burn for at least 30 seconds, and shall, when so burning, be visible for the same distance under the same conditions as the white light. The white light shall be shown from sunset to sunrise, and one of the red pyrotechnic lights shall be shown on approaching or on being approached by another ship or vessel in sufficient time to prevent collision.

Lights to be carried by Steam Pilot-vessels.

(Order in Council of the 7th July, 1897.)

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the committee of any pilotage district in the United Kingdom, when engaged on her station on pilotage duty, and in British waters, and not at anchor, shall, in addition to the lights required for all pilot-boats, carry at a distance of 8 ft. below her white masthead light a red light visible all round the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured side-lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty, and in British waters, and at anchor, she shall carry, in addition to the light required for all pilot-boats, the red light above mentioned, but not the coloured side-lights.

When not engaged on her station on pilotage duty she shall carry the same lights as other steam-vessels.

EXAMINATION IN THE REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

All applicants for examination, whether for certificates as masters or mates, are to be examined as to their knowledge of the regulations each time they present themselves for examination.

Questions suggested by the following heads of examination are to be asked in addition to, and are not to supersede, any other questions proper and necessary to be asked by the Examiner.

The following questions need not be adhered to literally by the Examiner, and are not all to be asked; but the substance of the leading questions should be asked; and all that are asked should be satisfactorily answered before an applicant is reported to have passed his examination. The Examiner should make such a selection of the questions as each case appears to him to require.

1. Where and by what vessels are the rules to be followed ?

The rules are to be followed by all vessels upon the high seas and in all waters connected therewith navigable by sea-going vessels.

2. When is a steam-vessel considered a sailing-vessel, and when a steam-vessel ?

Under the rules every steam-vessel which is under sail and not under steam is to be considered a sailing-vessel, and every vessel under steam, whether under sail or not, is to be considered a steam-vessel.

3. What does the word "steam-vessel" in the rules include ?

The word "steam-vessel" as used in the rules includes any vessel propelled by machinery.

4. When is a vessel considered to be under way by these rules ?

When she is not at anchor, or made fast to the shore, or aground.

5. What does the word "visible" in the rules, when applied to lights, mean ?

Visible on a dark night with a clear atmosphere.

6. During what time must the rules concerning lights be complied with ?

In all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

7. What light or lights are required by the regulations to be exhibited by sailing-vessels at anchor ?

If they are under 150 ft. in length, one white light ; if of 150 ft. or upwards, two white lights, one forward and one aft.

8. What light or lights are required by the regulations to be exhibited by steam-vessels at anchor ?

The same as by sailing-vessels.

9. Where is the anchor-light to be exhibited in a vessel under 150 ft. in length ?

Forward, where it can best be seen. It must be placed where there is the least chance of obstruction from spars, ropes, &c. ; and must not be more than 20 ft. above the hull.

10. Where must the two anchor-lights be shown in vessels of 150 ft. and upwards ?

In vessels of 150 ft. or upwards in length one light must be carried in the forward part of the vessel, at a height of not less than 20 ft. and not more than 40 ft. above the hull ; and another light at or near the stern, not less than 15 ft. lower than the forward light.

11. In what direction or directions must the anchor-lights show ?

They must show a clear, uniform, and unbroken light, visible all round the horizon.

12. At what distance must they be visible ?

At least one mile.

13. What shall be deemed to be the length of a vessel ?

The length appearing in the certificate of registry.

14. What light or lights must a vessel aground in or near a fairway carry ?

The light or lights prescribed for a vessel at anchor, and in addition the two red lights prescribed for a vessel not under command.

15. What is the number of lights required by the regulations to be carried by sailing-vessels when under way at night ?

Two side-lights, and to have in readiness a white light or a flare-up light to show from their stern to any vessel overtaking them.

16. Of what colour are these lights, and how are they to be placed on board the ship ?

A green light on the starboard side, and a red light on the port side.

17. What description of light must be shown from the sides of sailing-vessels under way ; and over how many points of the compass, and in what directions, and how far are they required to show ?

Each light must be so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard and port sides respectively, and of such a character as to be visible at a distance of at least two miles.

18. What lights are they to carry when being towed at night ?

The same.

19. Are the side-lights required to be fitted with screens ; and, if so, of what length, and how ?

Yes, on the inboard side ; at least 3 ft. in length, measuring forward from the light, so as to prevent the lights from being seen across the bow.

20. What is the number of lights required by the regulations to be carried by steam-vessels when under way at night ?

Three lights, and to have in readiness a white light or flare-up light to show from their stern to any vessel overtaking them.

21. Of what colour are these lights, and how are they to be placed on board the ship.

A white light on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 ft., and if the breadth of the vessel exceeds 20 ft., then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height than 40 ft. ; a green light on the starboard side, and a red one on the port side.

22. Over how many points of the compass, in what direction, and how far is the foremast-head light of a steam-vessel required to show.

Over twenty points—viz., from right ahead to two points abaft the beam on each side. It must be of such a character as to be visible at a distance of at least five miles.

23. Are the side-lights required to be fitted with screens ; and, if so, of what length ?

The green and red lights are to be fitted with screens on the inboard side, extending at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.

24. Over how many points of the compass, in what directions, and how far are the coloured side-lights of steam-vessels required to show ?

The side-lights must be so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass on each side of the ship—i.e., from right ahead to two points abaft the beam on the starboard and port sides respectively—and of such a character as to be visible at a distance of at least two miles.

25. May a steam-vessel when under way carry any additional light or lights ?

Yes. A steam-vessel may carry a similar white light to the masthead light. These two lights must be so placed in line with the keel that one shall be at least 15 ft. higher than the other, that the lower light shall be forward of the upper one, and that the vertical distance between them shall be less than the horizontal distance.

26. What description of lights are steam-vessels required to carry when they are not under steam, but under sail only ?

Side-lights only, the same as sailing-vessels.

27. What exceptional lights may small vessels carry ?

Whenever, as in the case of small vessels during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides, in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

28. Are steam-vessels of less than 40 tons gross tonnage compelled to carry the same lights as other steam-vessels; if not, what lights may they carry instead ?

No; but if they do not carry the ordinary lights they must carry in the fore part of the vessel or on or in front of the funnel where it can best be seen, and at a height above the gunwale of not less than 9 ft., a bright white light to show over the same arc as the ordinary masthead light, and to be visible at a distance of at least two miles. Also a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides, such lantern to be carried not less than 3 ft. below the white light.

29. Are small steamboats such as are carried by sea-going vessels obliged to carry the white light 9 ft. above the gunwale ?

No; but it must be carried above the combined lantern.

30. What lights may vessels under oars or sails of less than 20 tons gross tonnage carry ?

They shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

31. What lights must rowing-boats, whether under oars or sails, carry ?

They must have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

32. What description of lights are pilot-vessels required to carry when on their stations on pilotage duty ?

A pilot-vessel, when engaged on her station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes. Also on the near approach of or to other vessels they shall have their side-lights lighted ready for use, and shall flash or show them at short intervals to indicate the direction in which they are heading, but the green light shall not be shown on the port side nor the red light on the starboard side.

33. What light may pilot-vessels which are obliged to go alongside of a vessel to put a pilot on board carry ?

They may show the white light instead of carrying it at the masthead, and may, instead of the coloured

side-lights, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed for the coloured side-lights.

34. What description of lights are steam pilot vessels required to carry when on their stations on pilotage duty in British waters, and not at anchor ?

A steam pilot-vessel, when engaged on her station on pilotage duty, and in British waters and not at anchor, shall, in addition to the lights required for all pilot-vessels, carry at a distance of 8 t. below her white masthead-light a red light visible all round the horizon for at least two miles, and also the coloured side-lights required to be carried by vessels under way.

35. What description of lights are steam pilot-vessels required to carry when on their stations on pilotage duty in British waters, and at anchor ?

A steam pilot-vessel, when engaged on pilotage duty in British waters, and at anchor, shall carry, in addition to the lights required for all pilot-vessels, the red light 8 ft. below her white light, but not the coloured side-lights.

36. What description of lights are pilot-vessels required to carry when not on their station on pilotage duty ?

A pilot-vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other vessels of her tonnage.

37. What lights are open boats and fishing-vessels of less than 20 tons net register required to carry when under way and not actually engaged in fishing ?

Open boats and fishing-vessels of less than 20 tons net registered tonnage, when under way, and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the coloured side-lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

38. What lights are fishing-vessels and fishing-boats of 20 tons net register, or upwards, required to carry when under way and not actually engaged in fishing ?

They must carry similar lights to those of other ships when under way.

39. What lights are steam-trawlers of 20 tons gross register or upwards, whilst actually engaged in trawling, and not being stationary, required to carry ?

All steam-vessels engaged in trawling must carry either one of the two following arrangements of lights :—

- (a.) The usual green and red side-lights and foremast-head light, similar to those carried by other steamships; or
- (b.) They must carry on or in front of the foremast-head, and in the same position as the white light which other steamships are required to carry, a lantern showing a white light ahead, a green light on the starboard side, and a red light on the port side; such lantern shall be so constructed, fitted, and arranged as to show an uniform and unbroken white light over an arc of the horizon of four points of the compass,

and an uniform and unbroken green light over an arc of the horizon of ten points of the compass, and an uniform and unbroken red light over an arc of the horizon of ten points of the compass; and it shall be so fixed as to show the white light from right ahead to two points on the bow on each side of the ship, the green light from two points on the starboard bow to four points abaft the beam on the starboard side, and the red light from two points on the port bow to four points abaft the beam on the port side: and (2) a white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon; the lantern containing such white light shall be carried lower than the lantern showing the green, white, and red lights as aforesaid, so, however, that the vertical distance between them shall not be less than 6 ft. nor more than 12 ft.

40. What lights are sailing-trawlers whilst actually engaged in trawling, and not being stationary, required to carry?

All sailing-vessels, of whatever tonnage, whilst engaged in trawling, must carry either one of the three following arrangements of lights:—

- (a.) They may carry the green and red side-lights similar to those of other sailing-ships; or
- (b.) They may carry on or in front of the foremast-head a lantern having a green glass on the starboard side and a red glass on the port side, so constructed, fitted, and arranged that the red and green do not converge, and so as to show an uniform and unbroken green light over an arc of the horizon of twelve points of the compass, and an uniform and unbroken red light over an arc of the horizon of twelve points of the compass; and it shall be so fixed as to show the green light from right ahead to four points abaft the beam on the starboard side, and the red light from right ahead to four points abaft the beam on the port side: and (2) a white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon; the lantern containing such white light shall be carried lower than the lantern showing the green and red lights as aforesaid, so, however, that the vertical distance between them shall not be less than 6 ft. and not more than 12 ft; or
- (c.) They may carry a white light in a globular lantern of not less than 8 in. in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon, and visible on a dark night with a clear atmosphere for a distance of at least two miles; and also a sufficient supply of red pyrotechnic lights which shall each burn for at least 30 seconds, and shall, when so burning, be visible for the same distance under the same conditions as the white light. The white light shall be shown from sunset to sunrise, and one of the red pyrotechnic lights shall be shown on approaching or on

being approached by another ship or vessel in sufficient time to prevent collision.

41. What lights are vessels whilst actually engaged in drift-net fishing required to carry?

All vessels when engaged in fishing with drift-nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 ft. and not more than 10 ft., and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than 5 ft. and not more than 10 ft. The lower of these two lights shall be the more forward, and both of them shall be of such a character and contained in lanterns of such construction, as to show all round the horizon, on a dark night with a clear atmosphere, for a distance of not less than three miles.

42. What lights are vessels whilst actually engaged in line-fishing required to carry?

A vessel engaged in line-fishing is required to carry the same lights as a vessel engaged in drift-net fishing.

43. If a vessel, when fishing, becomes stationary in consequence of her gear getting fast to a rock or other obstruction, what signal must she make?

She must show the same light, and if a fog, mist, falling snow, or heavy rain storms prevail she must make the same fog-signals, as if she were at anchor.

44. What lights are fishing-vessels and open boats required to exhibit when at anchor?

Between sunset and sunrise they must exhibit a white light, visible all round the horizon at a distance of at least one mile.

45. What sound-signals are fishing-vessels required to make whilst engaged in fishing in thick weather?

In fog, mist, heavy rain-storms, or falling snow, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag-net, and vessels employed in line-fishing with lines out, shall, if 20 tons gross tonnage or upwards respectively, at intervals of not more than one minute make a blast; if steam-vessels with the whistle or siren, and if sailing-vessels with a fog-horn, each blast to be followed by ringing the bell. Fishing-vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not they shall make some other efficient sound-signal at intervals of not more than one minute.

46. May fishing-vessels and open boats use flare-up lights; and, if so, at what part or parts of the vessel should they be exhibited?

Yes. Fishing-vessels and open boats may at any time use a flare-up in addition to the lights which they are required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag-net shall be shown at the after part of the vessel, excepting that if the vessel is hanging by the stern to her trawl, dredge, or drag-net they shall be exhibited from the bow.

47. Do the regulations referring specially to fishing-vessels and boats apply in all parts of the world?

No; with the exception of the first paragraph of Article 10 of the Order in Council of the 11th August, 1884, they apply only to British fishing-vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre.

48. What lights are steam-vessels required to carry when towing other vessels?

A steam-vessel, when towing another vessel, shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 ft. apart; and when towing more than one vessel shall carry an additional bright white light 6 ft. above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 ft. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light (Article 2 (a) which other steam-vessels are required to carry, except the additional light, which may be carried at a height not less than 14 ft. above the hull.

49. May a vessel towing carry any other light?

Yes. A small white light abaft the funnel or after-mast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

50. What light is a vessel which is being overtaken by another required to show?

A vessel which is being overtaken by another shall show from her stern to the other vessel a white light or a flare-up light.

51. May the white light be fixed?

Yes. But, if so, it must be so constructed and screened to show an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the vessel—so as to be visible at a distance of at least one mile. This light shall be carried as nearly as practicable on the same level as the side-lights.

52. Describe the lights and the day-signals that vessels employed in laying or picking up a telegraph cable are required to carry.

A vessel employed in laying or in picking up a telegraph cable shall at night carry, in the same position as the white light which steam-vessels are required to carry, and, if a steam-vessel, in place of that light, three lights in a vertical line over one another, not less than 6 ft. apart; the highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least two miles. By day she shall carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, three shapes not less than 2 ft. in diameter, of which the top and bottom shall be globular in shape and red in colour, and the middle one diamond in shape and white.

53. Describe the lights and the day-signals that vessels which from any cause are not under command are required to carry.

A vessel which from any accident is not under command shall at night carry, at the same height as the white light which steam-vessels are required to carry, where they can best be seen, and, if a steam-vessel, in place of that light, two red lights in a vertical line one over the other, not less than 6 ft. apart, and of such a character as to be visible all round the horizon at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, two black balls or shapes, each 2 ft. in diameter.

54. Are the above-mentioned vessels to carry side-lights?

The above vessels, when not making any way through the water, shall not carry the side-lights, but when making way shall carry them.

55. What are the shapes and lights carried by telegraph ships and ships not under command intended to indicate to approaching vessels?

These shapes and lights are to be taken by approach-

ing vessels as signals that the ship using them is not under command, and cannot therefore get out of the way.

56. Do these rules prevent squadrons and convoys from carrying special lights, or vessels exhibiting recognition signals?

No. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station- and signal-lights for two or more ships of war, or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship-owners which have been authorised by their respective Governments, and duly registered and published.

57. May vessels exhibit any other lights in order to attract attention?

Yes. In addition to the lights which she is required to carry she may show a flare-up light, or use any detonating signal that cannot be mistaken for a distress-signal.

58. What signal must a steam-vessel proceeding under sail only, but having her funnel up, carry in the daytime?

She must carry forward, where it can best be seen, one black ball or shape 2 ft. in diameter.

59. What sound-signals are steam-vessels and sailing-vessels of 20 tons gross tonnage or upwards required by the regulations to be provided with?

A steam-vessel shall be provided with an efficient whistle or siren sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

60. When are these signals to be used?

In fog, mist, falling snow, or heavy rain-storms, whether by day or night.

61. What does a prolonged blast mean?

A blast of from four to six seconds' duration.

62. On what are the fog-signals to be made by steam-vessels under way?

On the whistle or siren.

63. On what are the fog-signals to be made by sailing-vessels and vessels towed?

On the fog-horn.

64. What sound-signals are to be made by vessels at anchor?

Vessels at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

65. What sound-signal is required to be made by a steam-vessel having way upon her?

A steam-vessel having way upon her shall sound at intervals of not more than two minutes a prolonged blast.

66. What sound-signal is required to be made by a steam-vessel under way, but stopped, and having no way upon her?

A steam-vessel under way, but stopped and having no way upon her, shall sound at intervals of not more than two minutes two prolonged blasts, with an interval of about one second between them.

67. What sound-signals are required to be made by sailing-vessels when under way?

A sailing-vessel under way shall sound, at intervals of not more than one minute, when on the star-board tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

68. What sound-signals are required to be made by a vessel when towing, a vessel employed in laying or in picking up a telegraph cable, or a vessel under way which is unable to get out of the way of an approaching vessel through not being under command or unable to manœuvre as required by the rules?

A vessel towing, or when laying or picking up a telegraph cable, or when unable to get out of the way, shall at intervals of not more than two minutes sound three blasts in succession—viz., one prolonged blast followed by two short blasts.

69. What sound-signal may a vessel being towed make?

A vessel towed may give the same signal as a vessel towing, and she shall not give any other.

70. What sound-signal must sailing-vessels and boats of less than 20 tons gross tonnage make?

If they do not give the signals prescribed for other vessels, they must make some other efficient sound-signal at intervals of not more than one minute.

71. Do the regulations require vessels to take any other precaution during thick weather?

Yes. Art. 16 says every vessel shall, in a fog, mist, falling snow, or heavy rain storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

72. What action must be taken by a steam-vessel hearing apparently forward of the beam the fog-signal of another vessel the position of which is not ascertained?

She shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

73. How can you generally ascertain whether there is risk of collision in approaching another vessel?

By carefully watching the compass-bearing of the other vessel, and if it does not appreciably change such risk should be deemed to exist.

74. When a steam-vessel under way takes any course required by these rules, must she indicate the course to any vessel she has in sight?

Yes. Art. 28 provides that in taking any course authorised or required by the regulations, a steam-vessel under way shall indicate that course to any other vessel which she has in sight by the following signals on her whistle or siren, viz. :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

75. What does the expression "short blast" used in the preceding article mean?

It means a blast of about one second's duration.

76. What precaution is to be taken by steam-vessels which are directed by these rules to keep out of the way when approaching another vessel?

They shall, if necessary, slacken speed, or stop and reverse.

77. If you see two white lights in a vertical line one over the other, what do they denote as regards the vessel carrying them?

They may denote the presence of a steam-vessel end-on with her side-lights not within sight on account of distance, fog, &c., or a steam-vessel towing with her side-lights not within sight on account of distance, fog, &c.; or a vessel end-on to me engaged in drift-net fishing, or in line-fishing; or it may be a steam-trawler end-on, or within two points of being end-on, to me, or a vessel of 150 ft. or upwards in length at anchor and end-on to me.

78. If you see a green or a red light with a white light below, what do they denote?

They denote the presence of a steam-vessel engaged in trawling.

79. If you see both the green and red lights with a white light below them, what do they denote?

They denote the presence of a sailing-trawler coming end-on to me.

80. If you see a white light alone, what does it denote as regards the ship carrying it?

It denotes the presence of a vessel or boat at anchor; or a pilot-vessel on her station; or the masthead light of a vessel under steam, with her side-lights not within sight on account of distance, fog, &c.; or a fishing-vessel stationary through her gear getting fast to some obstruction; or a sailing-trawler engaged in trawling; or it may be a light shown from the stern of a vessel which is being overtaken.

81. If you see a green or a red light without a white light, or both a green and a red light without a white light, is the vessel carrying the light or lights seen a vessel under steam or a vessel under sail?

A vessel under sail.

82. How do you know?

Because there is no white masthead light.

83. If you see a white light over a coloured light, is the vessel a vessel under sail or a vessel under steam?

A vessel under steam. The masthead light denotes that the vessel is under steam.

[The Examiner will then take one model of a vessel, which he will place on the table, and call A. He will then take the mast or stand with a white and a red ball on it, and place it at the other end of the table, and call it B.

The Examiner should be careful that the model of one vessel only is used when the questions numbered 84 to 89 are asked.]

84. A is a steam-vessel going north, seeing a white light and red light right ahead at B. Are A and the vessel B showing the two lights meeting end-on or nearly end-on, or is B passing A, or is B crossing the path of A, and in what direction, and how do you know?

Passing to port, because if I see a red light ahead I know that the head of the vessel carrying that red light must be pointing away in some direction to my own port or left hand. The vessel showing the red light has her port or left side more or less open to A.

85. If A is going north, within what points of the compass must the vessel B showing the white and red lights be steering?

B must be going from a little W. of S. to W.N.W.

86. How do you know this?

Because, the screens being properly fitted, I could not see the red light of B at all with the vessel's head in any other direction.

87. A is a steam-vessel going north, and seeing a white and green light ahead. Are A and B meeting, or is B passing A, or is B crossing the course of A, and in what direction, and how do you know?

B is passing to starboard of A, because if I see a green light ahead I know that the head of the vessel carrying that green light must be pointing away in some direction to my starboard or right hand. The ship showing the green light has her right or starboard side more or less open to me.

88. As A is going north, within what points of the compass must the vessel showing the white and green lights be steering?

B must be going from a little E. of S. to E.N.E.

89. How do you know?

Because, the screens being properly fitted, I cannot see the green light at all with the vessel's head in any other direction.

90. If a steam-vessel (A) sees the *three* or *four* lights of another steam-vessel (B) ahead or nearly ahead, are the two steam-vessels meeting, passing, or crossing?

Meeting end-on, or nearly end-on.

91. Do the regulations expressly require the course of a vessel to be altered to starboard in any case; and, if so, when?

Yes; in the case of two steam-vessels meeting end-on, or nearly end-on.

92. Do they expressly require the course of a vessel to be altered to starboard in any other case; and, if so, in what other?

No. It is not in any other case expressly required by the regulations?

[The Examiner should see that the candidate places the models in the positions indicated by question 93, and following.]

93. If a steam-vessel (A) sees another steam-vessel's red light (B) on her own starboard side, are the steam-vessels meeting, passing, or crossing, and how do you know?

Crossing, because the red light of one is opposed to the green light of the other; and whenever a green light is opposed to a red light, or a red light to a green light, the vessels carrying the lights are crossing vessels.

94. Is A to stand on; and, if not, why not?

A has the other vessel, B, on her own starboard side. A knows she is crossing the course of B because she sees the red light of B on her (A's) own starboard side. A also knows she must get out of the way of B, because Article 19 expressly requires that the steam-vessel that has the other on her own starboard side shall keep out of the way of the other.

95. Is A to starboard or to port in such a case?

A must do what is right so as to get herself out of the way of B, and must, if the circumstances of the case permit, avoid crossing ahead of B.

96. If A gets into collision by porting, will it be because she is acting on any rule?

No; the rule does not require her either to port or to starboard. If she ports and gets into collision by porting, it is not the fault of any rule.

97. If a steam-vessel (A) sees the green light of another steam-vessel (B) on her own (A's own) port bow, are the two steam-vessels meeting, passing, or crossing, and how do you know?

Crossing, because the green light of one vessel is shown to the red light of the other.

98. What is A to do, and why?

By the rule contained in Article 21 of the regulations A is required to keep her course and speed, subject to the qualification that due regard must be had to all dangers of navigation and collision; and that due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from that rule necessary in order to avoid immediate danger. The crossing vessel B on A's port side must get out of the way of A, because A is on B's starboard side.

99. A, a steam-vessel, sees the green light of another steam-vessel, B, a point on her (A's) port bow: is there any regulation requiring A to port in such case, and, if so, where is it to be found?

There is not any.

100. Are steam-vessels to get out of the way of sailing-vessels?

If a steam-vessel and a sailing-vessel are proceeding in such direction as to involve risk of collision, the steam-vessel is to get out of the way of the sailing-vessel unless the sailing-vessel is overtaking the steam-vessel.

101. What is to be done by A, whether a steam-vessel or a sailing-vessel, if overtaking B?

A is to keep out of the way of B.

102. When is a vessel considered to be an overtaking vessel?

Every vessel coming up on another vessel from more than two points abaft her beam—*i.e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights—is an overtaking vessel; and no subsequent alteration of the bearing between the two vessels can make the overtaking vessel a crossing vessel within the meaning of the rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

103. In the daytime how do you know when you are an overtaking vessel?

It is often hard to judge with any degree of certainty, but if in doubt assume you are an overtaking vessel, and keep out of the way.

104. Have sailing-vessels under way to keep out of the way of sailing-vessels and boats fishing?

Yes; they have to keep out of the way of sailing-vessels or boats fishing with nets, or lines, or trawls; but this rule does not give to any vessel or boat engaged in fishing the right of obstructing the fairway used by vessels other than fishing-vessels or boats.

105. When by the rules one of the two ships is required to keep out of the way of the other, what is the other to do?

To keep her course and speed.

106. Is there any qualification or exception to this?

Yes. Due regard must be had to all dangers of navigation and collision, and to any special circumstances which may exist in any particular case and require a departure from the regulations to avoid immediate danger.

107. Is there any general direction in the steering and sailing-rules; and, if so, what is it?

Yes; it is this: that nothing in the rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

108. Can you repeat article (—) of the regulations? I refer to the article containing the rule for (—).

[The Examiner will repeat this question, naming a different article each time.]

109. What does the Act of Parliament provide as the obligation of owners and masters in obeying the regulations respecting lights, fog-signals, and steering and sailing?

Section 419 of "The Merchant Shipping Act, 1894," provides that owners and masters shall be bound to obey the regulations, and it also provides that in cases of wilful default by the master or owner he shall be deemed to be guilty of a misdemeanour for each infringement.

110. What do breaches of the regulations imply?

If an accident happens through non-observance of the regulations, it implies wilful default on the part of the person in charge of the deck at the time, unless it is shown to the satisfaction of the Court hearing the case, that the special circumstances of the case rendered a departure from the rules necessary.

111. If collision ensues from a breach of the regulations, who is to be deemed in fault for the collision?

The person by whom the regulations are infringed, unless the Court hearing the case decides to the contrary.

112. Is there any special rule for steam-vessels navigating narrow channels?

In narrow channels every steam-vessel must, when it is safe and practicable, keep to that side of the fairway or midchannel which is on the starboard side of such vessel.

113. Do the regulations for preventing collisions at sea apply to seagoing-vessels in harbours and in rivers?

Yes; unless there is any rule to the contrary made by a competent authority.

114. Do they apply to British vessels only?

No, to foreign vessels as well, with the exception of paragraphs (a), (b), (c), (d), (e), (f), and (g) of Article 10 of the Order in Council of the 11th August, 1884, and Orders in Council of the 30th December, 1884, 24th June, 1885, and 7th July, 1897, which apply only to British vessels.

115. Do you know where the present regulations are to be found?

Yes, in Article 10 of the Order in Council of the 11th August, 1884, and in the Orders in Council of the 30th December, 1884, 24th June, 1885, 27th November, 1896, and 7th July, 1897.

116. Is one vessel bound to assist another in case of collision?

Yes.

117. What is the penalty for default?

If the master or person in charge of the vessel fails to render assistance without reasonable excuse, the collision is, in absence of proof to the contrary, to be deemed to be caused by his wrongful act, neglect, or default.

118. Is there any other penalty attached to not rendering assistance?

Yes. If it is afterwards proved that he did not render assistance, his certificate may be cancelled or suspended by the Court investigating the case.

119. Is it not expected that you should understand the regulations before you take charge of the deck of a vessel?

It is.

120. Why?

If I do not understand them and am guilty of default the consequences will be very serious to me?

121. What would be a serious offence?

To cause a collision by porting the helm, or doing anything not required by the regulations and without due consideration.

AIDS TO MEMORY, in Four Verses, by the late Mr. THOMAS GRAY, C.P.

1. *Two Steamships meeting.*

When both side-lights you see ahead,
Port your helm and show your RED.

2. *Two Steamships passing.*

GREEN to GREEN, or RED to RED—
Perfect safety—Go ahead!

3. *Two Steamships crossing.*

NOTE.—This is the position of the greatest danger: there is nothing for it but good look-out, caution, and judgment.

If to your starboard RED appear,
It is your duty to keep clear;
To act as judgment says is proper—
To Port—or Starboard—Back—or Stop her.

But when upon your Port is seen
A Steamer's Starboard Light of GREEN,
There's not so much for you to do,
For GREEN to Port keeps clear of you.

4. *All Ships must keep a good look-out, and Steamships must stop and go astern if necessary.*

Both in safety and in doubt
Always keep a good look-out;
In danger, with no room to turn,
Ease her, stop her, go astern.

APPENDIX F.

SIGNALS TO BE MADE BY SHIPS WANTING A PILOT.

In the Daytime.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the daytime, viz. :—

- (1.) To be hoisted at the fore, the Union Jack, having round it a white border one-fifth of the breadth of the flag; or
- (2.) The International Code pilotage signal indicated by P.T.
- (3.) The International Code flag S, with or without the Code pennant over it.
- (4.) The distant signal, consisting of a cone point upwards, having above it two balls or shapes resembling balls.

At Night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz. :—

- (1.) The pyrotechnic light commonly known as a blue light every fifteen minutes; or
- (2.) A bright white light, flashed or shown at short or frequent intervals just above the bulwarks, for about a minute at a time.

If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot-signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, he shall for each offence be liable to a fine not exceeding twenty pounds. ("Merchant Shipping Act, 1894," section 615 (3))

APPENDIX G.

EXAMINATION IN CHART.

*For all Grades where the Chart is used, including Home-trade Ship Certificates, with the exception mentioned in note below.**

[The candidate will be required to work out the following questions on either a "true" or "magnetic" chart,† whichever may be handed to him by the Examiner; and also determine whether the chart is a "true" or "magnetic" one, and whether it is for the Northern or Southern, and Eastern or Western Hemisphere.]

1. USING deviation [card] [curve]‡ No. find the course to steer by compass from to ; also the distance.

* In the examination for master of fishing-boats and cargo-vessels and small sailing-vessels carrying passengers in restricted limits only "magnetic" charts are used.

† The terms "true" and "magnetic" are used for the sake of brevity and convenience, to indicate charts that have compasses delineated upon them showing the "true" or "magnetic" points of the compass respectively.

‡ A candidate for an ordinary master's certificate is expected to use either a card of deviations, or a curve of deviations on a Napier's diagram, whichever the Examiner may put before him

Answer.—Compass course :
 Distance :
 Variation :
 Deviation :

2. With the ship's head on the above-named compass course, a [point] [lighthouse] bore by compass and bore by the same compass. Find the ship's position.

Answer.—Latitude :
 Longitude :

3. With the ship's head as above, a [point] [lighthouse] bore by compass, and after continuing on the same course miles it or another point bore. Find the position of the ship and her distance from at the time of taking the second bearing.

Answer.—Latitude :
 Longitude :
 Distance :

All the foregoing questions must be answered, but this does not preclude the Examiner from putting any other questions of a practical character, or which the local circumstances of the port may require.

Additional Questions for Masters, including Masters of Home-trade Ships.

4. Find the course to steer by compass from to (see Question 1) to counteract the effect of a current which set at the rate of miles per hour, the ship making by log miles per hour; also the distance the ship would then make good in hours towards

Answer.—Compass course :
 Distance :

5. On being off, took a cast of the lead; required the correction to be applied to the depth obtained by the lead-line before comparing it with the depth marked on the chart.

6. What do you understand the small numbers to indicate that you see placed about the chart, and at what time of tide?

7. What do the Roman numerals indicate that are occasionally seen on the chart near the coasts and in harbours?

8. How would you find, approximately, the time of high water at any place, the Admiralty tables not being at hand, nor any other special tables available?

All the foregoing questions, and those on Form Exn. 9c, must be answered, but this does not preclude the Examiner from putting any other questions of a practical character, or which the local circumstances of the port may require.

APPENDIX H.

QUESTIONS RELATING TO CYCLONES, OR REVOLVING STORMS COMMON IN TROPICAL SEAS.

The candidate must answer in writing, on paper supplied by the Examiner, the following questions, numbering the answers to correspond with the questions:—

1. The direction of the wind in a cyclone being*, state the probable bearing of its centre from the ship in the* Hemisphere.

2. And suppose that the wind during the passage of the same cyclone were found to change towards the*, what would be the ship's position with

* These spaces to be filled in by the Examiners, and frequently varied.

reference to the line of progression of the centre of the cyclone, and what action would you take?

3. Under what conditions would the change in the direction of the wind in the cyclone be the reverse of the above?

4. What are the usual indications of a ship being on the line of progression of the centre of a cyclone?

5. What are the usual indications that a ship is (a) approaching the centre of a cyclone, (b) receding from it?

6. Describe the track usually taken by cyclones in the*, and state the seasons of the year in which they most frequently occur in that region.

* The Examiners to fill in whether North Atlantic, Bay of Bengal, China Seas, Indian Ocean, &c.

APPENDIX I.

DEVIATION OF THE COMPASS, FOREIGN-GOING SHIPS.

QUESTIONS ON THE DEVIATIONS OF THE COMPASS USED IN THE EXAMINATION OF CANDIDATES FOR CERTIFICATES AS MASTERS OF FOREIGN-GOING SHIPS, AS GIVEN ON EXAMINATION FORMS EXN. 7 AND EXN. 7A.

The candidate is to answer correctly such of the following questions as are marked with a cross by the Examiner. At least twelve will be marked.

The Examiner's attention is specially called to the importance of Questions 11, 12, 13, 14, and 39, which must be marked in all cases.

1. State briefly the essentials of an efficient compass.

2. State briefly the chief points to be considered when selecting a position for your compass on board ship, and what should be particularly guarded against.

3. What do you mean by deviation of the compass, and how is it caused?

4. Describe how you would determine the deviation of your compass: (1) by reciprocal bearings; (2) by figures on the dock-walls; (3) by bearings of a distant object; (4) by the bearings of the sun or other celestial body.

5. Having determined the deviation with the ship's head on the various points of the compass, how do you know when it is easterly and when westerly?

6. Why is it necessary, in order to ascertain the deviations, to bring the ship's head in more than one direction?

7. For accuracy, what is the least number of points to which the ship's head should be brought for constructing a curve or table of deviations?

8. How would you find the deviation when sailing along a well-known coast?

9. Name some suitable objects by which you could readily obtain the deviation of the compass when sailing along the coasts of the channel you have been accustomed to use.

10. Supposing you have no means of ascertaining the magnetic bearing of a distant object when swinging your ship for deviations, how could you find it, approximately, from bearings of the object taken with the ship's head on equidistant compass points; and what distance, as a rule, should the object be from the ship?

11. *Example.*—Having taken the following compass bearings of a distant object, find the object's magnetic bearing, and thence the deviations :—

Magnetic Bearing required.

Ship's Head by Standard Compass.	Bearing of Distant Object by Standard Compass.	Deviation required.
North.	S. 4° E.	
N.E.	South.	
East.	S. 4° W.	
S.E.	S. 1° W.	
South.	S. 13° E.	
S.W.	S. 23° E.	
West.	S. 21° E.	
N.W.	S. 11° E.	

12. With the deviation as above, construct a curve of deviations on a Napier's diagram, and give the courses you would steer by the standard compass to make the following courses magnetic :—

Magnetic courses : S.S.W., W.N.W., N.N.E., E.S.E.

Compass courses required :

13. Supposing you have steered the following courses by the standard compass, find the magnetic courses made from the above curve of deviations :—

Compass courses : W.S.W., N.N.W., E.N.E., S.S.E.

Magnetic courses required :

14. You have taken the following bearings of two distant objects by your standard compass as above : with the ship's head at W. $\frac{1}{2}$ S., find the bearings, magnetic :—

Compass bearings : W. by S., and N. $\frac{3}{4}$ W.

Magnetic bearings required :

15. Do you expect the deviation to change ? If so, state under what circumstances.

16. How often is it desirable to test the accuracy of your table of deviations ?

17. What is meant by variation of the compass ; what is it caused by ; and where can you find the variation for any given position ?

18. The earth being regarded as a magnet, which is usually termed the blue and which the red magnetic pole ?

19. Which end of a magnet (or compass-needle) is usually termed the red or "marked" end, and which the blue ?

20. What effect has the pole of one magnet of either name on the pole of another magnet ?

21. What is meant by "transient induced magnetism" ?

22. Which is the red and which is the blue pole of a mass of soft vertical iron, by induction, and what effect would the upper and lower ends of it have on the compass-needle (a) in the Northern Hemisphere, (b) in the Southern Hemisphere, (c) on the magnetic equator ?

23. Describe what is usually termed the sub-permanent* magnetism of an iron ship, and state when and how it is acquired, and which is the red and which is the blue pole, and why it is called sub-permanent magnetism.

* The term "sub-permanent magnetism" in these questions is used in the original sense, as proposed by the late Sir G. B. Airey, to denote the character of the permanent magnetism of an iron ship as distinguished from the permanent magnetism of a magnetised steel bar. The terms "sub-permanent" and "permanent" throughout these questions may therefore be considered as synonymous.

24. Describe the meaning of the expression "co-efficient A."

25. Describe the meaning of the expression "co-efficient B," its signs and effects.

26. Describe the meaning of the expression "co-efficient C," its signs and effects.

27. Describe the meaning of the expression "co-efficient D," its signs and effects.

28. Describe the meaning of the expression "co-efficient E," its signs and effects.

29. Would you expect any change to be caused in the error of your compass by the ship heeling over either from the effect of the wind or the cargo, &c. ?

30. The compasses of iron ships being more or less affected by what is termed the heeling error, on what courses is this error usually at its minimum, and, on what courses at its maximum ?

31. Describe clearly the three principal causes of the heeling error on board ship.

32. State to which side of the ship in the majority of cases is the north point of the compass drawn when the ship heels over in the Northern Hemisphere.

33. Under what conditions (that is, as regards position of the ship whilst building, and the arrangement of iron in the ship) is the north point of the compass-needle usually drawn to windward or the high side of the ship in the Northern Hemisphere, and, if not allowed for, what effect has it on the assumed position of the ship when she is steering on northerly and on southerly courses in the Northern Hemisphere ?

34. Under what conditions (as in Question 33) is the north point of the compass-needle usually drawn to leeward or the low side of the ship in the Northern Hemisphere, and, if not allowed for, what effect would it have on the assumed position of the ship when she is steering on northerly and on southerly courses in the Northern Hemisphere ?

35. The effects being as you state, on what courses would you keep away and on what courses would you keep closer to the wind in the Northern Hemisphere in order to make good a given compass course (a) when the north point of compass is drawn to windward or the high side of ship, and (b) when drawn to leeward or the low side ?

36. Does the same rule hold good in both hemispheres with regard to the heeling error ?

37. State clearly how that part of the heeling error due to the permanent part of the magnetism of the ship varies as the ship changes her position on the globe, and give the reason for it.

38. State clearly how that part of the heeling error due to the induction in transverse iron (which was horizontal when ship was upright), and iron vertical to the ship's deck, varies as the ship changes her position on the globe.

39. Your compass having a large error, show by "Beall's compass-deviascope" how you would correct it by compensating-magnets and soft iron (as usually practised by compass-adjusters in the mercantile marine) in order to reduce the error within manageable limits. Show also how the heeling error can be compensated.

40. As the co-efficient B (capable of being corrected) usually consists of two parts, one due to the permanent magnetism of the ship, and the other to vertical induction in soft iron, how should each of the two parts, strictly speaking, be corrected when compensating the compass ?

41. If the whole of co-efficient B be corrected by a permanent magnet, as is usually done, what is likely to ensue as the ship changes her magnetic latitude ?

42. Provided the needles of your compass are not so long and powerful, and so near, as to cause the soft-iron correctors to become magnetized by induction, would the co-efficient D, if properly compensated, be likely to remain so in all magnetic latitudes and both hemispheres? If so, state the reason why.

43. State at what distance, as a general rule, the magnets and soft-iron correctors should be placed from the compass-needles, and what will be the consequence if they are placed too near the needles.

44. Is it necessary that the magnets used for compensating co-efficients B and C should be placed on the deck? If not, state where they may also be placed, and the rules to be observed in placing them in position.

45. Can the compensation of the heeling error be depended upon when the ship changes her latitude? If not, state the reason.

APPENDIX K.

DEVIATION OF THE COMPASSES OF AN IRON SHIP.

SYLLABUS OF EXAMINATION IN THE LAWS OF THE DEVIATION OF THE COMPASSES OF AN IRON SHIP, AND IN THE MEANS OF COMPENSATING OR CORRECTING IT.

CANDIDATES for the voluntary examination in compass-deviation and for extra master's certificates will be required to give written answers to forty of the questions; these will be marked by a cross by the Examiner. They will also be required to prove by "Beall's compass-deviascope" (1) their knowledge of the tentative method of compass-adjustment, and (2) that they understand the practical application of the questions they have answered, and of any other questions in the syllabus that the Examiner may ask. Questions 31, 61, 62, 69, 70, 72, and 92 will be marked by the Examiner in all cases. The other questions will be constantly varied.

1. Describe an artificial magnet, and how a steel bar or needle is usually magnetized.

2. Which end of the compass-needle, or a magnet, is commonly termed the red and which the blue pole?

3. Which is the red magnet-pole of the earth and which the blue? and give their geographical positions.

4. What effect has the pole of one magnet of either name on the pole of the same name of another magnet, and what would be the consequence of the pole of one magnet of either name being brought near enough to affect the pole of contrary name, if in these cases both magnets were freely suspended?

5. By applying this law to all magnets, natural as well as artificial, describe what would be the result on a magnetic bar or needle freely suspended, but constrained by weight or by the nature of its mounting to preserve a horizontal position; and what would be the result, if so mounted, but free to move in every direction, the earth being regarded as a natural magnet.

6. What is the cause of the variation of the compass?

7. What is meant by the deviation of the compass?

8. What is meant by the term "local attraction"; under what circumstances have ships' compasses, from recent careful investigation, been found to be affected by it? and name some of the localities in

different parts of the world where this disturbance is to be found, and, consequently, where increased vigilance is necessary.

9. What do you understand by the term "soft" iron; and what are its properties as regards acquiring and retaining magnetism?

10. What do you understand by the term "hard" iron; and what are its properties as regards acquiring and retaining magnetism?

11. Describe the meaning of the term "horizontal force" of the earth. Where is the greatest, and where the least; and what effect has it in respect to the increase or decrease of the directive force of the compass-needle?

12. Does the magnetic equator coincide with the geographical equator? If not, state clearly how it is situated.

13. Where can the values of the magnetic dip, the earth's horizontal force, and the variation be found?

14. State in what parts of the globe lying in the usual tracks of navigation the variation changes very rapidly, and what special precautions should be observed when navigating these localities; also why a "variation" chart is then very useful.

15. Why is a knowledge of the magnetic dip and the earth's horizontal force important in dealing with compass-deviations?

16. Describe the meaning of the term "vertical force" of the earth. Where is the greatest, and where the least?

17. Would you expect a compass to be more seriously affected by any given disturbing force when near the magnetic equator, or near the poles? and state the reason.

18. State briefly (a) the essentials of an efficient compass; and (b) what you would consider a good arrangement of the needles (that is, whether long or short, single or double, &c.), with the view to good compensation.

19. In stowing away spare compass-cards or magnets, how would you place them with regard to each other, or what might be the probable consequence?

20. State briefly the chief points to be considered when selecting a position for your compass on board ship, and what should be particularly guarded against.

21. What is meant by "transient induced magnetism"?

22. Which is the red and which is the blue pole of a mass of soft vertical iron (or of any soft iron not in a horizontal position) by induction, and what effect would the upper and lower ends of it have on a compass-needle in the Northern Hemisphere?

23. Which is the red and which the blue pole of a mass of soft vertical iron by induction, and what effect would the upper and lower ends of it have on the compass-needle in the Southern Hemisphere?

24. What effect would a bar of soft vertical iron have on the compass-needle on the magnetic equator?

25. Describe what is usually termed the sub-permanent* magnetism of an iron ship, and state when and how it is acquired, and which is the sub-permanent red and which is the blue pole, and why it is called sub-permanent magnetism.

* The term "sub-permanent" magnetism in the syllabus is used in the sense proposed by the late Sir G. B. Airey, to denote the character of the permanent magnetism of an iron ship as distinguished from the permanent magnetism of a magnetized steel bar. The terms "sub-permanent" and "permanent" throughout the syllabus may therefore be considered as synonymous.

26. What is meant by "the composition of forces" and "the parallelogram of forces"? and show how the knowledge of these is valuable in ascertaining and compensating the sub-permanent magnetism of an iron ship.

27. Describe the nature of the co-efficient B and C plus (+), and minus (-), and the different magnetic forces they represent; also why they are said to produce semicircular deviations.

28. Can semicircular deviations be produced by any other force than the sub-permanent magnetism of the ship? If so, by what?

29. On what points, by compass bearings of the ship's head, does + B give westerly deviation, and on what points does it give easterly; also on what points does - B give westerly, and on what points easterly?

30. On what points does + C give westerly deviation, and on what points easterly; also on what points does - C give westerly, and on what points easterly, deviation?

31. The value of either co-efficient B or C being given, also the magnetic direction of the ship's head while she was being built, determine by the traverse tables the approximate value of the other co-efficient C or B; and, the value of both these co-efficients being given, determine approximately the direction by compass of the ship's head whilst being built, assuming, of course, that these co-efficients resulted altogether from sub-permanent magnetism.

32. Would you expect the greatest disturbance of the needle from the effects of sub-permanent magnetism alone to take place when ship's head is in same direction as when building, or when her head is at right angles to that direction, and in what direction of the ship's head would you expect to find the least disturbance?

33. Describe quadrantal deviation, and state what co-efficients represent it; also on what points of the ship's head, by compass, each of these co-efficients gives the greatest amount of deviation, and why it is called quadrantal deviation.

34. On what points of the compass will each of the co-efficients, D and E, + and -, give easterly, and on what points westerly, deviation?

35. What conditions of the iron of a ship will produce + D, and what - D?

36. State clearly which end of horizontal iron running athwartship (such as beams, &c.), and of horizontal iron running fore and aft of a ship, acquires red and which blue polarity, by induction, when ship's head is at N.E., S.E., S.W., and N.W. respectively.

37. Describe the nature of the deviation represented by co-efficients + A and - A, and describe the errors in the construction of the compass, and other causes, that frequently produce it.

38. What is the object of compensating the compass by magnets, &c., and what are the general advantages of a compensated compass over an uncompensated one?

39. Before adjusting the compass of an iron ship, what is it desirable to do with the view to eliminating, as far as possible, what may be termed the unstable part of the magnetism of the ship?

40. Describe clearly the tentative method of compass-adjustment (that is, the compensation of co-efficients B, C, and D, with ship upright) as generally practised by compass-adjusters in ships of the mercantile marine.

41. State at what distance, as a general rule, the magnets and soft-iron correctors should be placed from the compass-needles, and what will be the consequence if they are placed too near the needles.

42. Is it necessary that the magnets used for compensating co-efficients B and C should be placed on the deck? If not, state where they may also be placed, and the rules to be observed in placing them into position.

43. Does the B found on board ship usually arise altogether from sub-permanent magnetism, or does part of it usually arise from some other cause or causes?

44. If the part of B due to induced magnetism in vertical soft iron, as well as the part due to sub-permanent magnetism, are corrected by a magnet alone, as is generally the case, what is frequently the consequence of the ship changing her magnetic latitude and hemisphere?

45. How should each of these two parts of B, strictly speaking, be compensated?

46. Assuming, for the sake of clearness, that your steering compass is unavoidably placed very near to the head of the stern-post (and other vertical iron at the stern), thereby causing a very large - B from induced magnetism, describe briefly any method by which the approximate position for the compensating vertical iron bar (Flinder's or Rundell's) could be estimated in order to reduce the error; describe also how you would proceed, in order to improve, if not to perfect, its position after observations have been made on the magnetic equator.

47. State if standard compasses, as well as steering compasses, are generally subject to this disturbance from induced magnetism in vertical iron; also whether the attraction in all cases is found to be towards the stern; and, if not, state the conditions under which it might be toward the bow, and how the compensating soft-iron bar should then be placed.

48. Generally speaking, does the magnetism induced in vertical iron usually have any effect in producing the co-efficient C, ship upright, or is it generally produced by sub-permanent magnetism alone? State also your reasons for saying so.

49. Provided the needles of your compass are not so long and powerful, and so near, as to cause the soft-iron correctors to become magnetized by induction, would the co-efficient D, if properly compensated as you have described (Ans. 40), be likely to remain so in all latitudes and both hemispheres? If so, state the reason why.

50. Under what circumstances does the character of A and E so change as to render it desirable that these co-efficients should be disregarded or modified.

51. Supposing your compasses were allowed to remain uncompensated, explain clearly what would be the probable changes (ship upright) in the deviations produced, separately, by (1) the sub-permanent magnetism of the ship alone, (2) by the induced magnetism in vertical soft iron; (a) on reaching the equator; (b) in the Southern Hemisphere.

52. Assuming you were able to arrive at the proper proportions to be corrected, and were then to exactly compensate the sub-permanent magnetism of the ship by means of a permanent magnet, and the induced magnetism in vertical iron by a soft-iron bar, would you expect any deviation to take place in your compass as the ship changed her latitude and hemisphere? And state your reasons for saying so.

53. Supposing the co-efficient D from horizontal soft iron were allowed to remain uncompensated, would you, or would you not, expect the D to differ in name or amount on the ship changing her magnetic latitude and hemisphere? And state the reason.

54. Describe how you would determine the deviation of your compass—(1) by reciprocal bearings;

(2) by figures on the dock-walls; (3) by bearings of a distant object.

55. Describe, in detail, how you would determine the deviation of your compass by the bearings of the sun; also by a star or planet.

56. Describe the uses to which the Napier's diagram can be applied, and its special advantages.

57. Describe clearly how the Napier's diagram is constructed.

58. For accuracy, what is the least number of points to which the ship's head should be brought for constructing a complete curve of deviations, or a complete table of deviations?

59. Nearing land, and being anxious to check your deviations on a few courses you may probably require to steer, what is the least number of points it would be necessary to steady the ship's head upon, if making use of a Napier's diagram, in order to ascertain the deviation on each of the points, say, in a quadrant of the compass? and describe clearly how you would do this at sea.

60. Supposing you have no means of ascertaining the magnetic bearing of the distant object when swinging your ship for deviations, how could you find it, approximately, from bearings of the object taken with the ship's head on equidistant compass points; and how far, as a rule, should the object be from the ship when swinging, or steaming round?

61. *Example.*—Having taken the following compass bearings of a distant object, find the object's magnetic bearing, and thence the deviations:—

(a.) *Magnetic Bearing required.*

Ship's Head by Standard Compass.	Bearing of Distant Object by Standard Compass.	Deviation required.
North.	S. 75° W.	
N.E.	S. 64° W.	
East.	S. 56° W.	
S.E.	S. 50° W.	
South.	S. 34° W.	
S.W.	S. 31° W.	
West.	S. 49° W.	
N.W.	S. 71° W.	

(b.) Construct a curve of deviations on a Napier's diagram, with the deviations as above, and give the courses you would steer by the standard compass to make the following courses, magnetic:—

Magnetic courses: N.N.W., S.S.E., W.N.W., E.S.E.

Compass courses required:

(c.) Supposing you have steered the following courses by the standard compass, find the magnetic courses made from the above curve of deviations:—

Compass courses: N.N.E., E.N.E., S.S.W., W.S.W.

Magnetic courses required:

(d.) You have taken the following bearings of two distant objects by your standard compass as above: with the ship's head at N.E. $\frac{1}{2}$ E., find the bearings, magnetic:—

Compass bearings S.E. by S., and —N.N.W

Magnetic bearings required:

62. Assuming the deviations observed with ship's head by compass to be as follows [or as in Question 61, whichever may be given], determine the value of the co-efficients A, B, C, D, and E, and from them construct a complete table of deviations (or for as many points as the Examiner may direct):—

Deviation at North	[]	South	[]
N.E.	[]	S.W.	[]
East	[]	West	[]
S.E.	[]	N.W.	[]

63. When swinging your ship, if it be required to construct deviation tables for two or more compasses situated in different parts of the vessel, describe the process, and how you would employ the Napier's diagram for this purpose.

64. State your rule for determining whether deviation is easterly or westerly.

65. Is a knowledge of the value of the various co-efficients of any advantage? If so, state why.

66. Describe (a) what is commonly known by the term "retentive" or "retained" magnetism, and how the ship acquires it when in port and at sea; (b) its effect on the compass-needle whilst ship's head continues in the same direction; (c) the immediate consequence when the direction of the ship's head is altered; and (d) the special precautions to be invariably observed at sea on the alteration of the ship's course.

67. Describe a "dumb-card" or "pelorus," and its use (a) in compensating a compass, (b) in determining the deviation.

68. If you determine the deviation by an azimuth or an amplitude of a heavenly body, it is then combined with variation, which together is sometimes called the *correction* for the compass. State when the deviation is the difference between the variation and the *correction*, and when the sum; and when it is of the same name as that of the *correction*, and when of the contrary name.

69. In observing azimuths of heavenly bodies, the best method is by "time azimuths," since these can be observed without an altitude when the ship is in port, or when the horizon cannot be defined from any cause. Give the sun's declination, the hour of the day, and the latitude to find the true bearing of the sun.*

70. By night, if it be desirable to observe the *correction* of the compass: Give the day of the year, and time at ship, also the latitude of the place, to determine what stars will be in good position for this purpose.

71. If your correcting-magnets are so mounted that their positions can be altered, describe the process by which, on open sea, you can place the ship's head magnetic N. (or S.), and magnetic E. (or W.), and can make the correction perfect.

72. Give the name of a star, the time, the place of ship, the variation of the compass, and the bearing of the star by compass: determine the deviation, and name it east or west.

73. Would you expect any change to be caused in the error of your compass by the ship heeling over either from the effect of the wind or the cargo?

74. Describe clearly the three principal causes of the heeling error on board an iron ship.

75. Towards which side of the ship would that part of magnetism induced in continuous transverse iron (which was horizontal while ship was upright) help to draw the north point of the needle when ship heels over (a) in the Northern Hemisphere, (b) in the Southern Hemisphere?

76. Supposing the compass were placed between the two parts of a divided beam or other athwartship iron, towards which side of the ship would iron so situated help to draw the north point of the needle when ship heels over (a) in the Northern Hemisphere, (b) in the Southern Hemisphere?

* The process of finding time azimuths by the ordinary formula of spherical trigonometry is tedious, and, since on board an iron ship these observations should be often repeated, the candidate will be allowed to use any table or graphic or linear method that will solve the problem within a half of a degree, the altitude of the heavenly body not being given.

77. Would you expect that part of the magnetism induced in iron exactly perpendicular to the ship's deck, such as stanchions, bulkheads, &c., if below the compass, to cause any part of the heeling error when ship heels over, and, if so, towards which side of the ship (a) in the Northern Hemisphere, (b) in the Southern Hemisphere?

78. If an ordinary standard compass placed higher than the iron top-sides be compensated whilst the ship is upright, what co-efficient will be affected by heeling?

79. Under what conditions (that is, as regards position whilst building, and the arrangement of iron in the ship) is the north point of the compass-needle usually drawn to windward, or the high side of the ship, in the Northern Hemisphere?

80. Under what conditions, as a rule, is the north point of the compass-needle usually drawn to leeward, or the low side of the ship, in the Northern Hemisphere?

81. State to which side of the ship, in the majority of cases, is the north point of the compass drawn when ship heels over in the Northern Hemisphere; and when this is the case, and it is not allowed for, what effect has it on the assumed position of the ship when she is steering on northerly, and also on southerly, courses?

82. On what courses would you keep away and on what courses would you keep closer to the wind in both the Northern and Southern Hemispheres in order to make good a given compass course (a) when north point of compass is drawn to windward or the high side of ship, and (b) when drawn to leeward or the low side.

83. If a ship is beating to windward: when she tacks, under what circumstances will the heeling error retain the same name, and under what circumstances will it take the contrary name?

84. If a ship is placed on the opposite tack by the change of wind, the ship's course being the same by compass, will the heeling error change its name?

85. In which direction of the ship's head does the heeling error attain its maximum value, and in what direction does it generally vanish?

86. Explain clearly how that part of the heeling error due to the permanent part of the magnetism of the ship varies as the ship changes her geographical position, and what is the reason of this.

87. Explain clearly how that part of the heeling error due to the induction in transverse iron (which was horizontal when ship was upright), and iron vertical to the ship's deck, varies as the ship changes her geographical position.

88. What, then, would be the probable nature of the heeling error—that is, whether to high or low side of the ship; and whether the error would be equal to the sum or difference, &c., of the forces given (1) in high north latitude, (2) on magnetic equator, (3) in high south latitude?—assuming the polarity of the sub-permanent magnetism of the ship under and affecting the compass to be as given below; the vertical induction in soft iron, of course, obeying the ordinary laws in the above geographical positions (1), (2), (3):—

(a.) In cases where the effect of *red* vertical sub-permanent magnetism is equal to that of the vertical induction in the soft iron of the ship:

(b.) Where the effect of *red* vertical sub-permanent magnetism is greater than that of the vertical induction in the soft iron:

(c.) Where the effect of *red* vertical sub-permanent magnetism is less than that of the vertical induction in the soft iron.

(d.) Where the effect of *blue* vertical sub-permanent magnetism is equal to that of the vertical induction in the soft iron:

(e.) Where the effect of *blue* vertical sub-permanent magnetism is greater than that of the vertical induction in the soft iron:

(f.) Where the effect of *blue* vertical sub-permanent magnetism is less than that of the vertical induction in the soft iron.

89. Can the heeling error be compensated? If so, state the means to be employed, and how the compensation may be effected.

90. Can the compensation of the heeling error be depended on in every latitude? If not, state the reason.

91. Do the soft-iron correctors used for compensating the co-efficient + D have any effect on the compass-needle when the ship heels over, and, if so, do they draw the needle towards the low or the high side of the ship, and do they counteract, or otherwise, the effect produced by the vertical induction in the soft iron, (a) in the Northern Hemisphere, (b) in the Southern Hemisphere; and what is the reason of this?

92. Given the heel, the direction of the ship's head by compass, and the heeling error observed, to find the approximate heeling error, with a greater or less given heel, and with the ship's head on some other named point of the compass, the ship's magnetic latitude being in both cases the same.

93. Describe any instrument to show the ship's heel (generally called a clinometer), and state how and where it should be fixed.

94. Should the clinometer be observed when the ship is swung to determine the deviation when the ship is upright? If so, state the reason why.

95. Would you expect the table of deviations supplied by the compass-adjuster from observations made in swinging the ship to remain good during the voyage, or would you expect the deviations to change? If so, state under what circumstances.

96. Is it desirable that a record of your observations for deviations should be kept as a guide for any subsequent voyage in case the ship should be in the same locality, or for further corrections of the compass? If so, describe some suitable form for keeping such record.

97. Would you under any circumstances consider it a safe and proper procedure to place implicit confidence in your compasses, however skilfully they may have been adjusted? If not, what precautions is it your duty to take at all times?

APPENDIX L.

DEVIATION OF THE COMPASS.

FOR MASTERS' CERTIFICATES FOR HOME-TRADE SHIPS.

THE applicant must answer in writing, on paper given him by the Examiner, all the following questions numbering his answers to correspond with the numbers of the questions:—

1. When taking a meridian altitude, how do you know when the sun is on the meridian; or, in other words, when it is noon?

2. How does the sun bear (*true and magnetic*) when on the meridian of an observer in these latitudes (home-trade limits)?

3. What do you mean by deviation of the compass, and how is it caused ?

4. Having determined the deviation, how do you know when it is easterly, and when westerly ?

5. How could you find the deviation of your compass when in port, or when sailing along a coast ?

6. Name some suitable objects by which you could readily obtain the deviation of your compass when sailing along the coasts of the channel you have been accustomed to see ?

7. The bearing of two objects when in a line with each other was found on the chart to be magnetic, but when brought in a line on board they bore by your compass ; required the deviation of your compass for the direction of the ship's head at the time ?

8. What means are there for checking the deviation of your compass by night ?

9. Do you expect the deviation to change ? If so, state under what circumstances.

10. What is meant by the variation of the compass, and what is the cause of it ?

APPENDIX M.

COMPASS-ADJUSTMENT.

It is of the utmost importance that masters of ships should thoroughly understand the tentative method of compass-adjustment as generally practised in merchant ships, and Examiners are therefore directed to fully satisfy themselves that all candidates' masters' certificates have this particular knowledge. It should be tested in connection with the Forms Exn. 7 and 7a, with the aid of Captain Beall's deviascope, and candidates will be required to prove (1) their knowledge of the laws of deviation and the tentative methods of compass-adjustment ; (2) that they understand the practical application of the answers given by them to any of the other questions on Forms Exn. 7 and 7a that the Examiner may ask.

A concise statement of the present method of tentative compass-adjustment is appended for the use of Examiners. It is, however, distinctly to be understood that the Marine Department is not in any way advocating the correction of that part of co-efficient B which arises from vertical induction in soft iron by a permanent magnet instead of by a soft-iron bar. The Department has no authority to interfere with the methods in use amongst compass-adjusters for the adjustment of compasses in iron ships, but the Examiners must satisfy themselves that masters are acquainted with the ordinary method as at present practised.

The Tentative Method of Compass-adjustment as generally practised by Compass-adjusters in Ships of the Mercantile Marine.

Before describing the practice, it will be as well to briefly state the co-efficients used to express the different magnetic forces :—

- Co-efficient A represents a constant quantity.
- „ B „ semicircular deviation due to fore- and -aft magnetic forces.
- „ C „ semicircular deviation due to transverse magnetic forces.

- Co-efficient D represents quadrantal deviation due to horizontal induction in soft iron.
- „ E „ quadrantal deviation due to horizontal induction in soft iron unsymmetrically distributed.

Signs and Effects of Co-efficients A, B, C, D, and E.

Co-efficient A represents a constant deviation of the same nature and amount on all points of the compass ; + A signifying easterly, and - A westerly, deviation.

Co-efficient + B represents an attraction towards the ship's head, and causes easterly deviations with the ship's head in the eastern semicircle of the compass, and westerly deviations in the western semicircle, attaining a maximum value on the east and west points, decreasing to zero on north and south points, by compass.

Co-efficient - B represents an attraction towards the ship's stern, and causes easterly deviations with ship's head in the western semicircle, and westerly deviations with the ship's head in the eastern semicircle, with a maximum value on the east and west points, decreasing to zero on the north and south points, by compass.

Co-efficient + C represents an attraction towards the starboard side of the ship, and causes easterly deviations with ship's head in the northern semicircle, and westerly deviations in the southern semicircle, attaining a maximum value on the north and south points, decreasing to zero on the east and west points, by compass.

Co-efficient - C represents an attraction towards the port side of the ship, and causes westerly deviations with ship's head in the northern semicircle, and easterly in the southern semicircle, attaining a maximum value on the north and south points, decreasing to zero on the east and west points, by compass.

Co-efficient + D gives easterly deviations with ship's head between N. and E., and S. and W. ; and westerly deviations between S. and E., and N. and W.

Co-efficient - D gives results exactly the reverse to + D.

NOTE.—Both + D and - D have a maximum value on the four quadrantal points, and become zero on the cardinal points, by compass.

Co-efficient + E gives easterly deviations with ship's head between N.E. and N.W., and S.E. and S.W. ; and westerly deviations between N.E. and S.E., and N.W. and S.W.

Co-efficient - E gives results exactly the reverse to + E.

NOTE.—Both + E and - E have a maximum value on the cardinal points, and become zero on the four quadrantal points, but are usually very small in amount in compasses placed in the middle line of the ship.

Heeling Error.—The heeling error arises partly from vertical induction in transverse iron, and iron vertical to the ship's deck, and partly from the vertical component of the sub-permanent magnetism of the ship. In the Northern Hemisphere in the majority of cases the north point of the compass-needle is drawn to windward or the high side of the ship, with, as a rule, a maximum heeling error on north and south points, and zero on east and west points, by compass. If the compass is not properly placed in the ship there may be a sensible heeling deviation on east and west courses.

Tentative Corrections.

To correct Co-efficient C.—With ship's head north or south, magnetic, place a bar magnet (or more than one if necessary) horizontally and exactly athwartship, either on the deck or on any convenient platform, with its centre on the fore-and-aft line passing through the centre of the compass-card, placing its red or marked end to starboard if the north point of the needle deviates to the starboard side, or to port if it deviates to the port side of the ship, moving the magnet to or from the compass until it points correctly.

NOTE.—The deviation represented by co-efficient C varies inversely at the earth's horizontal force, providing the iron is symmetrically arranged on each side of the compass.

To correct Co-efficient B.—With ship's head east or west, magnetic, place a bar magnet (or more than one if necessary) horizontally and exactly parallel to the fore-and-aft midship line of the ship, either on the deck or on any convenient platform, with its centre on the athwartship line passing through the centre of the compass, the red or marked end of the magnet being directed aft if the north point of the compass-needle deviates towards the stern, or forward if it deviates towards the bow, moving the magnet to or from the compass until it points correctly.

NOTE.—The co-efficient B consists of two parts: one is due to the permanent magnetism of the ship, which varies inversely as the earth's horizontal force; the other to vertical induction in soft iron, which varies as the tangent of the dip. As ships in the merchant service are rarely built with a view of providing a satisfactory position for the standard compasses, it is very difficult in many ships to find a position for it where it will not be affected by vertical iron. It follows, therefore, that if this deviation be compensated, as is customary, by a fore-and-aft permanent magnet instead of by a vertical soft-iron bar, the poles of the magnet may in some cases require to be reversed in high southern latitudes.

To correct Co-efficient + D.—With ship's head on one of the quadrantal points, magnetic, the + D is generally corrected by boxes of small chain, cylinders of soft iron, or soft-iron globes, placed athwartships on the same level, and at equal distances, on the port and starboard sides of the compass, with the centre of their mass on a level with the compass-needle, moving them to or from the compass till the needle points correctly.

To correct Co-efficient - D.—Co-efficient - D, which is of very rare occurrence, is corrected by placing the above correctors on the fore-and-aft sides of the compass.

NOTE.—When once the co-efficient D is properly corrected by soft iron it is correct for all magnetic latitudes, provided the distribution of the iron in the ship is not materially changed, and provided the magnetism of the soft iron has not been affected by the compass-needles. With short needles having small magnetic power, such, for instance, as Sir William Thomson's, there will probably be no change; but when a compass with long and powerful needles is employed, soft-iron correctors placed very near it becomes magnetized by induction according to the power of the needles, and the resulting correction will not remain strictly perfect in all latitudes.

To correct Heeling Error.—The heeling error is corrected for any given magnetic latitude by placing a vertical magnet exactly under the centre of the compass-card, with its north or red pole uppermost if the heeling error is to windward or to the high side of ship, or its south or blue end uppermost if to leeward or to the low side of ship, moving the magnet to or from the compass until the heeling error is corrected.

NOTE.—The heeling error due to the permanent part of the magnetism varies inversely as the earth's horizontal force, and consequently is greatest in high latitudes, diminishes as the ship approaches the magnetic equator, and increases again, still retaining the same name, as the ship recedes from the magnetic equator in the Southern Hemisphere. The heeling error due to transverse and vertical soft iron decreases as the ship approaches the magnetic equator, where it is zero, and is of a contrary name in the Southern Hemisphere. It is probable that the poles of the vertical magnet may require to be reversed in high southern latitudes.

A divided scale should be marked or fitted outside the tube or some other convenient place, so as to show the proper position for the correcting magnet as found in any given magnetic latitude, and the same recorded as a guide for approximately placing the magnet in position on any subsequent voyage in the same locality, and especially on the return of the ship to the United Kingdom.

Candidates should understand that the object of tentative adjustment is to bring the deviations within manageable limits, and also to equalize the directive force of the needle so far as is practicable on all courses; but no system of adjustment whatever is sufficiently reliable in character to absolve the navigator from the necessity of using every precaution, and especially of ascertaining the deviation on every available opportunity by observations of the sun by day and the other heavenly bodies by night.

APPENDIX N.

EXAMINATION OF A MASTER OR MATE IN STEAM.

THE regulations under which these examinations are conducted are printed at pages 37 to 39.

A candidate for this examination is required to have a thorough grasp of the construction of the steam-engine and boiler, to enable him to understand the nature and importance of any defect which may be reported to him by the engineer, and work in harmony with the engineer in affording time and facilities for disconnections, inspections, adjustments, and repairs.

To have a knowledge of what the principal repairs are which are needed in engines and boilers and pipes, and how these repairs are usually accomplished.

To be able to form an independent opinion as to a breakdown, and the consequent propriety or impropriety of proceeding under reduced steam with temporarily repaired or defective machinery.

To understand how to estimate approximately the reduction of fuel required for reduced speed, and

consequently to sanction such reduction of speed as may seem to him to be warranted by the report of the engineer, and to satisfy himself before leaving port that there is sufficient coal for the voyage.

To have an intelligent grasp of the general run of pipes and connections in the engine-room, and marking of cocks, the opening and closing of cocks and valves, how mistakes of importance may be made in the confusion of an accident, and how best to guard against such mistakes.

To be capable of being left in charge of the feeding of a set of boilers, to understand the working of the water-gauge, and to be able to guard against being misled by false indications of the gauge-glass.

To understand about blowing-down and surfacing, the reasons for doing so, and the danger which may result from the neglect of these under certain circumstances. A master or mate presenting himself for examination in steam must be understood to have made up for his want of practical experience by reading up about the steam-engine. He ought, therefore, to show that he has given his mind to intelligently understanding the *rationale* of the action of the steam-engine. Under this head he should therefore be able to state approximately the quantity of heat required in the formation of steam, the remarkable relation of "latent" heat to "sensible" heat, how much steam can be raised by the combustion of one pound of coal, what horse-power measure is, what indicated horse-power is, what is the action of the slide-valve, the course of the steam through the engine, and the advantage of working expansively, and how the expansive action is shown by the indicator diagram. To know the uses of the various parts of the engines and dynamos used for electric-lighting, and how they and the cables are fitted in the hull; how wires are jointed, insulated, and cased; why it is desirable that they should be led along places which are dry and accessible; what is "sparking," and what are the causes which produce it; what is its danger in coal-bunkers and petroleum-carrying steamers; what are the uses of switches and cut-outs, and why it is so important to prevent short-circuiting taking place.

The candidate has to answer in writing sixteen out of twenty questions selected from the book of Elementary Questions.* Selections for this examination are given on the alphabetic sheet for "Steam." Generally, these answers are given by candidates as learned by rote from a book; the candidate should therefore be asked such *viva voce* questions as will necessitate his giving his answers in different words, so as to discover whether he has the root of the matter in him.

The principal part of the *viva voce* is the examination on board a steamer, preferably one with which he is unacquainted. He is told to look about and try to find out the run of the machinery without the assistance of any one; the Examiner to be in the engine-room to see that this independent examination is properly carried out. When the candidate reports that he thinks he knows the whole arrangement of the machinery, the Examiner will then question him on the uses of the parts, get him to point out the different cylinders, pumps, valves, condenser, &c.; also the dynamo, its field-magnets, armature, commutators, brushes, cables, &c. He must show that he understands the run of the pipes in the bilges, not necessarily that he has gone over every one of

them, but he ought to be directed to trace, at least, one important range of pipes, and to thoroughly satisfy the Examiner that he could be safely trusted to manipulate the valves or cocks in connection therewith. It will not often be practicable for the candidate to be asked to actually work engines under steam, but he must satisfy the Examiner that he knows how to do so, and that he is aware what precautions have to be taken in regard to water in the cylinder, &c. It is most important that a candidate should show that, in the event of an accident depriving him of the assistance of engineers, he knows what to do to safely take his vessel to an anchorage, or to stop the engines and proceed under sail alone.

The examination of a mate in steam is the same as that of a master. The knowledge required has no reference to the mate's position. A mate may be examined, but such examination implies that the mate will one day be a master, when the possession of the knowledge will be an advantage to him in the discharge of his duties as master.

APPENDIX O.

SEA SERVICE REQUIRED FOR THE VARIOUS GRADES.

TABLE SHOWING THE REQUIREMENTS AS TO SEA-SERVICE NECESSARY TO QUALIFY FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY.

Service in Square-rigged Sailing-vessels.

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.

Nature of Certificates.

Where foreign-going certificates are required to be held to qualify candidates for examination, they may be either the ordinary certificates, or those for fore-and-aft-rigged vessels or for foreign-going steamships.

Rank.	Minimum Age.	Total Sea Service (Years).	Officer's Service in Merchant Vessels.	
			Lowest Capacity.	Lowest Certificate required.
ORDINARY CERTIFICATES FOR "FOREIGN-GOING" SHIPS.				
Second mate	17	4	No officer's services required	None.
Only mate	19	5	No officer's services required	None.
First mate	19	5	Third or fourth mate in foreign trade in charge of watch.	Second mate (foreign-going).
			Or	
		1½	Only mate in home or coasting trade.	Second mate (foreign-going, or home-trade mate).
			Or	
		1	Pilot with first-class pilot's certificate	None.
Master	21	6	Only mate in foreign trade	Only mate (foreign-going).
			Or	
		1½	Only mate in home or coasting trade	Only mate (foreign-going).

* Printed at end of the Regulations relating to the Examinations of Engineers, Exn. 1a.

APPENDIX P.

Rank.	Minimum Age.	Total Sea Service (Years).	Officer's Service in Merchant Vessels.		
			Lowest Capacity.	Lowest Certificate required.	
ORDINARY CERTIFICATES FOR "FOREIGN-GOING" SHIPS— continued.					
Master— <i>continued</i>			<i>And in addition, unless the above service was performed with a first mate's foreign-going certificate, he will also be required to prove one of the following services prescribed for that grade:</i>		
			1	Third or fourth mate in foreign trade in charge of watch	Second mate (foreign-going).
			1½	Only mate in home or coasting trade	Second mate (foreign-going or home-trade mate).
			1	Pilot with first-class pilot's certificate	None.
			6½	OR HE MUST HAVE SERVED 1 Second mate in foreign trade	First mate (foreign-going).
				<i>Provided that if this service as second mate was performed under an additional or auxiliary first mate, it will only be accepted if a third and fourth mate were also carried</i> <i>And in addition</i>	
	1½	Third or fourth mate in foreign trade in charge of watch	Second mate (foreign-going).		
	9*	3 OR HE MUST HAVE SERVED Master in home or coasting trade	Second mate (foreign-going or master home-trade for one year of such service).		
		1 Or Master in home or coasting trade	Do.		
		3 And in addition Mate in home or coasting trade			
Extra master ...			Same as master		
CERTIFICATES FOR "FOREIGN" FORE-AND-AFT-RIGGED VESSELS.					
Second mate ...			Same as for ordinary certificates; except that no service in square-rigged sailing vessels is required		
Only mate ...					
First mate ...					
Master ...					
CERTIFICATES FOR "FOREIGN-GOING" STEAMSHIPS.					
Second mate ...			Same as for foreign-going ships; except that the service as officer must have been performed in a steamship, and that no service in square-rigged sailing vessels is required.		
Only mate ...					
First mate ...					
Master ...					
Extra master ...					
CERTIFICATES FOR HOME-TRADE SHIPS.					
Mate ...	19	4	No officer's services required	None.	
Master ...	20	5	1 Only mate	Mate (home-trade), or second mate (foreign-going).	
			2½ Or Second mate in charge of watch	Mate (home-trade), or second mate (foreign-going).	
			1 Or As pilot with first-class pilot's certificate	None.	
* If all the service was in home or coasting trade.					
Rank.	Minimum Age.	Total Sea Service.	Lowest Capacity.	Lowest Certificate required.	
RIVER STEAMER CERTIFICATE.					
Master ...	21	1	Deck hand	None.	
RESTRICTED-LIMITS SAILING-VESSEL UP TO 25 TONS.					
Master ...	21	4	Deck hand	None.	
		One year of which in a somewhat similar class of sailing vessel.			
FISHING-BOAT OR CARGO-VESSEL UP TO 25 TONS REGISTER.					
Master ...	21	4	Deck hand.	None.	
		One year in same class of vessel.			

LIST OF MARKS OBTAINABLE IN THE EXTRA EXAMINATIONS.

(a.) MARKS will be awarded according to the degree of precision with which a candidate does his work, no marks being given for any problem or work in which the candidate is wrong in principle.

(b.) An incorrect figure or incorrect formula will involve the loss of one-third of the marks allotted for the problem in question.

(c.) Marks, at the discretion of the Examiner, but not in any case to exceed fifty, will be given for orderly working and general method, &c.

(d.) Marks, at the discretion of the Examiner, but not in any case to exceed fifty, will be given for supplementary *viva voce* test on problems and written answers.

(e.) Thirty marks are allotted to each of the following "ordinary" problems. Only four will be set:—

- Multiplication by logarithms.
- Division by logarithms.
- Day's work.
- Latitude by meridian altitude of sun.
- Parallel sailing.
- Mercator's sailing.
- Time of high water.
- Amplitude by sun.
- Longitude by chronometer and altitude azimuth by sun.
- Time azimuth by sun.
- Finding meridian passage of star.
- Tables for finding stars' meridian passage.
- Meridian passage and altitude of planets.
- Where meridian passage of planets can be found.
- Finding name of stars near the meridian.
- Maps, &c., for finding stars.
- Computing approximate meridian altitude of star.
- Latitude by meridian altitude of star.
- Longitude by chronometer by a star.
- Time azimuth by a star
- Latitude by ex-meridian altitude of sun or star.
- Summer problem by sun.
- Latitude by altitude of Polar Star.
- Latitude by meridian altitude of moon.
- Chart-paper Exn. 9c.
- Chart-paper Exn. 9d.

(f.) The numbers opposite the following problems represent the full marks obtainable:—

- Lunar problem by sun, star, or planet .. 50
- Latitude by double altitudes, sun or star .. 30
- Finding position, &c., by simultaneous altitudes of two stars .. 40
- Error of chronometer with artificial horizon, &c. .. 25
- Explanation in writing *re* great circle sailing .. 20
- Showing great circle track, &c., by globe .. 40
- Problem in great circle sailing .. 50
- Drawing figure and giving trigonometrical ratios .. 25
- Right-angled plane trigonometry (problem) .. 20
- Oblique-angled plane trigonometry (problem) .. 25
- Napier's rules for circular parts .. 20
- Right-angled spherical trigonometry (15 marks for each problem) .. 30
- Compass syllabus (5 marks for each written answer, and 10 for each problem) .. 235
- Constructing a Mercator's chart .. 30
- Law of storms .. 20
- Orderly working and general method, &c. .. 50
- Supplementary *viva voce* test on problems and written answers .. 50

APPENDIX Q.

TEXT-BOOKS TO BE USED IN THE EXAMINATIONS.

For Barometer, Thermometer, and Hydrometer.—"A Barometer Manual for the use of Seamen; with an appendix on the Thermometer, Hygrometer, and Hydrometer," issued by the authority of the Meteorological Council, and to be purchased, either directly or through any bookseller, from Eyre and Spottiswoode, East Harding Street, Fleet Street, E.C.; or Oliver Boyd, Edinburgh, and 90, West Nile Street, Glasgow; or Edward Ponsonby, 116, Grafton Street, Dublin. Price, 3d.

For prevailing Winds and Currents of the Globe.—"The Principal Winds and Currents of the Globe, &c.," compiled from the various Admiralty Sailing Directions, Weather Charts, &c., by Captain Robert Jackson, R.N., and to be purchased, either directly or through any bookseller, from Simpkin, Marshall, and Company, Paternoster Row, London; or Henry Lewis, 114, High Street, Portsmouth. Price, 1s.

For Trade Routes.—"Ocean Passages," compiled from the various Admiralty Sailing Directions by

Captain Robert Jackson, R.N., and to be purchased, either directly or through any bookseller, from Simpkin, Marshall, and Company, Paternoster Row, London; or Henry Lewis, 114, High Street, Portsmouth. Price, 1s.

For Tides.—"Tide-tables for the British and Irish Ports," published annually by the Admiralty, and to be purchased, either directly or through any bookseller, from J. D. Potter, 31, Poultry, E.C., and 11, King Street, Tower Hill, E.C. Price, 2s.

The New Zealand Nautical Almanac and Tide-tables. Price, 2s.

A, B, and C Azimuth Tables, published by the Marine Department.

Intending candidates are advised to procure a copy of these books to take to sea with them, so that they may study them during their leisure hours.

Instruments.

The barometer (Kew pattern marine barometer), thermometer, and hydrometer used in the examinations will be precisely similar to those supplied to shipmasters by the Meteorological Office for making observations on board ship.

Deceased Persons' Estates.

PARTICULARS of the Estates of Deceased Persons which have been placed under the Charge of the PUBLIC TRUSTEE for Management during the month of May, 1906.

No.	Name of Deceased.	Colonial Residence.	Supposed British or Foreign Residence.	Time of Deceased's Death.	Remarks.
1	Allington, G. H.	Christchurch	.. ..	.. ..	Relatives known.
2	Baggott, James	Auckland	.. ..	25 April, 1906	.. ..
3	Beals, Arthur David	Cross Creek	.. ..	25 April, 1906	Relatives known.
4	Bennett, James	Koromiko	.. ..	1 April, 1906	.. ..
5	Bevan, George Alfred	Auckland	.. ..	26 April, 1906	Relatives known.
6	Carter, Joseph	Christchurch	.. ..	6 May, 1906	Probate.
7	Cassidy or Constantine, William	Wellington	.. ..	10 May, 1906	Relatives known.
8	Chalmers, William	Wellington	.. ..	7 April, 1906	Probate.
9	Chute, John	Gisborne	.. ..	.. ..	Relatives known.
10	Cullinan, Thomas	Dunedin	.. ..	29 May, 1903	Relatives known.
11	Dargan, William	Hobart	.. ..	.. ..	Relatives known.
12	Davenport, Benjamin R.	Taumarunui	.. ..	23 Aug., 1905	Relatives known.
13	Dodds, Thomas Riddell	Dunedin	.. ..	1 May, 1906	Relatives known.
14	Dolbel, R. C.	Napier	.. ..	15 May, 1906	Relatives known.
15	Dowd, John James	Tikokino	.. ..	15 May, 1906	.. ..
16	Dunn, Daniel	Havelock	.. ..	28 April, 1906	.. ..
17	Eiffelbein, Frederick John	Foxton	.. ..	26 Mar., 1906	Relatives known.
18	Hamilton, Jane	Invercargill	.. ..	6 May, 1906	Relatives known.
19	Harney, Martin Shadwell	North Wairoa	.. ..	21 April, 1906	.. ..
20	Harvey, John	Cohonga, Hawke's Bay	.. ..	27 April, 1905	Probate.
21	Hugh, Patrick	Owaka Valley	.. ..	11 May, 1906	Relatives known.
22	Hiscox, Elizabeth Ann	Wellington	.. ..	9 May, 1906	Relatives known.
23	Inglis, Robert	Port Molyneux	.. ..	28 Mar., 1906	Relatives known.
24	Johnson, Carl Magnus	Foxton	.. ..	9 April, 1906	.. ..
25	Knowles, Martha Adele Ann	Palmerston North	.. ..	28 April, 1906	Relatives known.
26	Leask, John	Musselburgh	.. ..	13 May, 1906	Relatives known.
27	Le Sueur, Adolphus	Wellington	.. ..	25 April, 1906	Probate.
28	Lindsay, Herbert Stott	Mercury Bay	.. ..	3 April, 1906	Relatives known.
29	Lindsay, Agnes Constance	Mercury Bay	.. ..	15 April, 1906	Relatives known.
30	Moyles, James Henry	Naseby	.. ..	15 April, 1906	.. ..
31	Murfitt, Frederick	Palmerston North	.. ..	.. ..	.. ..
32	Newman, Walter or Arthur	Auckland	.. ..	28 April, 1906	.. ..
33	Newton, Henry	Christchurch	.. ..	25 Oct., 1905	Relatives known.
34	Nichol, Archibald John	Dunedin	.. ..	3 May, 1906	Relatives known.
35	Paulsen, Niels	Teremakau	.. ..	— May, 1906	Probate.
36	Peterson, Otto Edward	Schooner "Ronga"	.. ..	.. ..	.. ..
37	Pearson, William	Milton	.. ..	.. ..	Relatives known.
38	Querini, George Henry	Port Molyneux	.. ..	4 April, 1906	Relatives known.
39	Raffills, Arthur George	Christchurch	.. ..	22 Mar., 1906	Relatives known.
40	Rountree, William John	Wellington	.. ..	6 April, 1906	Probate.
41	Saunders, Joseph	Wellington	.. ..	28 May, 1906	Probate.
42	Shields, Thomas	Woodlands	.. ..	11 May, 1906	Relatives known.
43	Soffe, Harriet	Petone	.. ..	.. ..	Probate.
44	Stephenson, A. C.	Blackburn	.. ..	.. ..	Relatives known.
45	Turnbull, Frederick	Wellington	.. ..	19 May, 1906	Probate.

J. W. POYNTON,
Public Trustee.

Dated the 6th day of June, 1906.

Immigration and Emigration Return.

RETURN of IMMIGRATION to and EMIGRATION from the COLONY of NEW ZEALAND during the MONTH of APRIL, 1906, showing the Places from which Persons arrived and to which they departed, and the Ports of Arrival and Departure.

ARRIVALS AND DEPARTURES FROM AND TO DIFFERENT PLACES.

Countries.	ARRIVALS.					DEPARTURES.				
	Adults.		Children.		Total Persons.	Adults.		Children.		Total Persons.
	M.	F.	M.	F.		M.	F.	M.	F.	
United Kingdom	212	101	45	35	393	185	105	34	13	337
Queensland .. .. .	..	..	..	..	..	..	..	..	..	..
Victoria	248	133	22	30	433	210	130	25	20	385
New South Wales	892	444	100	55	1,491	1,035	589	57	65	1,746
Western Australia .. .. .	..	..	..	..	..	..	..	..	..	..
South Australia .. .. .	..	..	..	..	..	..	..	..	..	..
Tasmania	100	53	17	10	180	75	29	..	..	104
Fiji	13	3	..	..	16	65	32	9	5	111
Other British possessions	31	8	5	2	46*	14	7	2	3	26†
Pacific islands	8	2	..	..	10‡	13	12	2	3	30§
Other foreign ports	20	9	..	1	30||	57	28	2	2	89¶
Totals, April, 1906	1,524	753	189	133	2,599	1,654	932	131	111	2,828
Totals, April, 1905	1,285	673	126	107	2,191	1,842	994	107	100	3,043

* From Cape Town. States, 28; Teneriffe, 2.

† For Norfolk Island.

‡ From Friendly Islands.

§ For Friendly Islands.

|| From United

¶ For United States, 63; Monte Video, 25; Rio de Janeiro, 1.

ARRIVALS AT AND DEPARTURES FROM DIFFERENT NEW ZEALAND PORTS.*

Ports.	ARRIVALS.					DEPARTURES.				
	Adults.	Children.	Males.	Females.	Total Persons.	Adults.	Children.	Males.	Females.	Total Persons.
Auckland	723	84	542	265	807	991	92	644	439	1,083
Wellington	1,024	164	789	399	1,188	1,133	103	819	417	1,236
Lyttelton	1	..	..	1	1	18	2	12	8	20
Invercargill	529	74	382	221	603	444	45	310	179	489
Totals, April, 1906	2,277	322	1,713	886	2,599	2,586	242	1,785	1,043	2,828
Totals, April, 1905	1,958	233	1,411	780	2,191	2,836	207	1,949	1,094	3,043

CHINESE.—Arrivals—At Auckland, 10; Wellington, 1; Invercargill, 1. Departures—From Auckland, 10; Wellington, 9.

* It is important to mention that, in the returns from which this table is made up, immigrants to the colony are all counted at the first port of arrival, and emigrants at the final port of departure.

Registrar-General's Office,
Wellington, 6th June, 1906.

E. J. von DADELSZEN,
Registrar-General.

Notice of Date of Examination.

Education Department,
Wellington, 6th June, 1906.

NOTICE is hereby given that a Civil Service Junior Examination and a Junior National Scholarship and Free Place Examination will be held in December, 1906, beginning on or about the eleventh day of the month; and that a Civil Service Senior Examination and an examination for teachers' certificates of Class C and Class D will be held in January, 1907, beginning on or about the 6th day of the month.

The Civil Service Junior Examination is prescribed as the examination which holders of Junior National Scholarships are required to pass at the end of the second year of their scholarships (Junior Scholarship Continuation Examination). It is also a qualifying examination for senior free places in secondary schools and district high schools; further, it is the first examination for pupil-teachers.

With the Junior National Scholarship Examination will be taken the Junior Free Place Examination (including the examination for junior free places in technical schools), and candidates may qualify for junior free places in either examination.

Entries for the examinations for Junior National Scholarships, for Junior Free Places, for National Scholarship Continuation, and for Senior Free Places must be made through the principals or head teachers of the schools attended, and will be received by Secretaries of Education Boards not later than the 30th September, 1906.

Entries for other examinations will be received by the Inspector-General of Schools, at Wellington, until the 30th September, 1906, or, with a late fee of £1 in addition to the ordinary fee, until the 15th October, 1906.

All entries must be made on the proper forms, which may be obtained from the office of any Education Board or of the Education Department.

Candidates for Senior National Scholarships are reminded that, in forwarding to the University authorities their application to be admitted to the examination for a Junior University Scholarship, they must at the same time give notice of their intention to compete for a Senior National Scholarship.

Candidates who have to pass in elementary handwork for the teachers' certificate, or otherwise, are examined at various times and places. Those who desire to be examined in good time in this subject are recommended to apply early.

G. HOGBEN,
Inspector-General of Schools.

Officiating Ministers for 1906.—Notice No. 20.

Registrar-General's Office,
Wellington, 6th June, 1906.

PURSUANT to the provisions of an Act of the General Assembly of New Zealand passed in the fourth year of the reign of His Majesty King Edward VII, and intitled "The Marriage Act, 1904," the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

Roman Catholic Church.

The Reverend William Murphy.

Methodist Church of Australasia in New Zealand.

Mr. L. O. Stanton.

E. J. VON DADELSZEN,
Registrar-General.

Officiating Ministers for 1906.—Notice No. 21.

Registrar-General's Office,
Wellington, 6th June, 1906.

AT the request of the President of the Conference, the name of Mr. William Arthur Porter has been withdrawn from the list of Officiating Ministers in connection with the Methodist Church of Australasia in New Zealand, under "The Marriage Act, 1904," for the year 1906.

E. J. VON DADELSZEN,
Registrar-General.

CROWN LANDS NOTICES.

Land in Hawke's Bay Land District surrendered.

Department of Lands and Survey,
Wellington, 2nd June, 1906.

NOTICE is hereby given that, a surrender of the lease of the undermentioned land having been accepted by resolution of the Hawke's Bay Land Board, the said land has thereby reverted to the Crown under the provisions of "The Land Act, 1892."

SCHEDULE.

HAWKE'S BAY LAND DISTRICT.

Sec.	Block.	Survey District.	Formerly held by	Lease No.	Tenure.
22	I	Waipukurau	John Moorcock	357	L.S.

T. Y. DUNCAN,
Minister of Lands.

Lands in the Town of Rotorua, Auckland Land District, for Lease by Public Auction.

District Lands and Survey Office,
Auckland, 28th May, 1906.

NOTICE is hereby given that the undermentioned lands will be offered for lease by public auction, at the Courthouse, Rotorua, on Friday, the 3rd day of August, 1906, at 2.30 o'clock p.m.

SCHEDULE.

AUCKLAND LAND DISTRICT.—TOWN OF ROTORUA.

Town Lands.

Lot 1, Block LV, 1 rood; upset annual rent, £6 10s.
Lot 2, 37 perches; upset annual rent, £5 10s.

Suburban Lands.

Subdivision of Section 22:—Lots 1, 2, and 3, each 1 rood; upset annual rent, £10. Lots 4 to 9, each 1 rood; upset annual rent, £7 per lot. Lot 10, 31.8 perches; upset annual rent, £10. Lot 11, 1 rood 14.6 perches; upset annual rent, £10. Lots 12, 13, 14, each 1 rood; upset annual rent, £10 per lot. Lots 15 to 23, each 1 rood; upset annual rent, £7 per lot. Lot 24, 1 rood 3 perches; upset annual rent, £10. Lot 25, 1 rood 26 perches; upset annual rent, £10.

TERMS AND CONDITIONS OF LEASE.

1. Term of lease, ninety-nine years.
2. Rents are payable half-yearly in advance to the Receiver of Land Revenue, Auckland. The first half-yearly payment is to be made on the fall of the hammer.

3. Sections to be improved within one year from the date of the lease to the value of ten times the annual rental. No valuations for improvements will be allowed at the end of the term of lease.

4. No lease to be assigned, underlet, or the possession thereof parted with except with the consent in writing of the Commissioner of Crown Lands, Auckland.

5. All rates, taxes, charges, and assessments whatsoever to be paid by the lessee.

6. All buildings erected to be kept in good repair and condition; and in the erection of any building upon the sections within the town the lessee must abide by and conform to the alignment of streets and roads, and to all by-laws and regulations made by the local authority intrusted with the administration of the local affairs of the Township of Rotorua.

7. Privies, ashpits, and other works of a similar character to be constructed and maintained as directed by the local authority. All drains and channels, and the sanitary state and condition of the premises, to be subject to the by-laws and regulations of the local authority.

8. No wells to be sunk, or any excavations to be made, without the consent in writing of the local authority.

9. The trade or business of a soap-boiler, tallow-chandler, tanner, slaughterman, meat curer or preserver, or any noisy, noxious, or offensive trade or manufacture of any kind whatever will not be permitted.

10. Provision will be made in the leases for inspection of premises at all reasonable times.

11. Leases will be liable to forfeiture if rent be thirty days in arrear, and the leases will contain provisions for re-entry and for the recovery of rents.

JAMES MACKENZIE,
Commissioner of Crown Lands.

Lands in the Town of Rotorua, Auckland Land District, for Lease by Public Auction.

District Lands and Survey Office,
Auckland, 28th May, 1906.

NOTICE is hereby given that the undermentioned lands will be offered for lease by public auction, at the Courthouse, Rotorua, on Friday, the 3rd day of August, 1906, at 2.30 o'clock p.m.

SCHEDULE.

Section.	Area.	Upset Annual Rental.	Section.	Area.	Upset Annual Rental.
TOWN OF ROTORUA.					
<i>Block XLIII.</i>					
1	A. R. P.	£ s. d.	6	A. R. P.	£ s. d.
2	0 1 0	7 0 0	7	0 1 0	7 0 0
3	0 1 0	7 0 0	8	0 1 0	7 0 0
4	0 1 0	7 0 0	9	0 1 0	7 0 0
5	0 1 0	8 5 0	10	0 1 0	8 5 0
<i>Block XLIV.</i>					
1	0 1 0	8 5 0	9	0 1 0	8 0 0
2	0 1 0	7 0 0	10	0 1 0	7 0 0
3	0 1 0	7 0 0	11	0 1 0	7 0 0
4	0 1 0	7 0 0	12	0 1 0	7 0 0
5	0 1 0	7 0 0	13	0 1 0	7 0 0
6	0 1 0	7 0 0	14	0 1 0	7 0 0
7	0 1 0	12 0 0	15	0 1 0	11 0 0
8	0 1 0	11 0 0	16	0 1 0	12 0 0

CONDITIONS OF LEASE.

1. Term of lease, thirty years.
2. Rents are payable half-yearly in advance to the Receiver of Land Revenue, Auckland; and the first half-yearly payment is to be made on the fall of the hammer.
3. No valuation for improvements will be allowed at the end of the term of lease.
4. No lease to be assigned, underlet, or the possession thereof parted with except with the consent in writing of the Commissioner of Crown Lands, Auckland.
5. All rates, taxes, charges, and assessments whatsoever to be paid by the lessee.
6. When any buildings are erected they are to be kept in good repair and condition; and in the erection of any building upon the sections within the town the lessee must abide by and conform to the alignment of streets and roads, and to all by-laws and regulations made by the local authority intrusted with the administration of the local affairs of the Township of Rotorua.

7. Privies, ashpits, and other works of a similar character to be constructed and maintained as directed by the local authority. All drains and channels, and the sanitary state and condition of the premises, to be subject to the by-laws and regulations of the local authority.

8. No wells to be sunk or any excavations to be made without the consent in writing of the local authority.

9. The trade or business of a soap-boiler, tallow-chandler, tanner, slaughterman, meat curer or preserver, or any noisy, noxious, or offensive trade or manufacture of any kind whatever will not be permitted.

10. Provision will be made in the leases for inspection of premises at all reasonable times.

11. Lease liable to forfeiture if rent be thirty days in arrear, and the lease will contain provisions for re-entry and for the recovery of rents.

JAMES MACKENZIE,
Commissioner of Crown Lands.

Small Grazing-runs in Otago Land District open for Lease on Application.

District Lands and Survey Office,
Dunedin, 7th May, 1906.

NOTICE is hereby given that the undermentioned small grazing-runs will be open for lease on application, at this office, on Monday, the 18th day of June, 1906, under the provisions of Part V of "The Land Act, 1892."

If more than one application is received for the same run on the same day, the order of selection shall be decided by ballot.

SCHEDULE.

OTAGO LAND DISTRICT.—MANIOTOTO AND TAIERI COUNTIES.
—SERPENTINE AND LOGANBURN SURVEY DISTRICTS.

Run No.	Area.	Rent per Acre per Annum.	Half-yearly Rent.
254B	A. R. P. 7,758 0 0	s. d. 0 4½	£ s. d. 72 14 8

Weighted with £127 17s. 10d., valuation for fencing.

Mostly open broken pastoral country, with good river frontage. Of about 700 acres of flat land, which is swampy in places; 450 acres could be made ploughable by draining. There is about 900 acres of warm, sunny faces; good winter country. The balance is summer country. Access by partly formed road to north-east boundary. Altitude, 1,800 ft. to 3,000 ft. About seven miles from Paerau Post-office (Tannahills).

Run No.	Area.	Rent per Acre per Annum.	Half-yearly Rent.
254c	A. R. P. 6,766 0 0	s. d. 0 4½	£ s. d. 63 8 8

Weighted with £6, valuation for improvements.

Open broken pastoral land; soil of good quality on the flat, light but warm on the faces, and cold on the tops. River frontage of about 600 acres of flat land, 400 acres of which is ploughable. There is about 700 acres of warm, sunny faces; good winter country. The balance is wholly summer country. Access is by partly formed road. About nine miles from Paerau Post-office and store. Altitude, 1,800 ft. to 3,000 ft.

D. BARRON,
Commissioner of Crown Lands.

Reserves in Marlborough Land District for Lease by Public Tender.

District Lands and Survey Office,
Blenheim, 7th May, 1906.

NOTICE is hereby given that written tenders for leases of the undermentioned reserves, under "The Public Reserves Act, 1881," will be received at this office up to 4 p.m. on Tuesday, the 19th day of June, 1906.

SCHEDULE.

MARLBOROUGH LAND DISTRICT.—MOUNT FYFFE SURVEY DISTRICT.

Section.	Block.	Area.	Minimum Annual Rental.	Term of Lease.
Part 1 of 266	X	A. R. P. 7 0 12	£ s. d. 6 0 0	14 years.
Part 2 of 266	"	6 3 7	6 0 0	14 years.

Descriptions of Reserves.

Part 1 of 266: All open, grassed, watered most of the summer, about 2 acres flat, balance broken, good soil; about half a mile from Kaikoura Post-office. Weighted with £7 14s., valuation for 22 chains of fencing.

Part 2 of 266: All open, grassed, watered most of the summer, about 3 acres flat, balance broken, good soil; about half a mile from Kaikoura Post-office. Weighted with £8 1s., valuation for 23 chains of fencing.

TERMS AND CONDITIONS OF LEASE.

1. Tenders must be accompanied by marked cheque or post-office order for six months' rent at the rate offered, together with valuation for improvements and £1 1s. lease fee, and addressed to the Commissioner of Crown Lands, Blenheim.

2. No declaration is required, and residence and improvements are not compulsory. No compensation shall be claimed by the lessee, nor shall any be allowed by the Government, on account of any improvements effected by the lessee, nor for any other cause.

3. Possession will be given on the day of acceptance of tender.

4. The lease will be for the term of fourteen years.

5. The rent shall be payable half-yearly in advance.

6. The lessee shall not sublet, transfer, or otherwise dispose of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.

7. The land shall not be cropped or broken up, except with the consent of the Commissioner of Crown Lands.

8. The lessee shall destroy all rabbits on the land, and he shall prevent their increase or spread, to the satisfaction of the Commissioner of Crown Lands.

9. The lessee shall prevent the growth and spread of gorse, broom, and sweetbriar on the land comprised in the lease; and he shall with all reasonable despatch remove, or cause to be removed, all gorse, sweetbriar, broom, or other noxious weeds or plants, as may be directed by the Commissioner of Crown Lands.

10. The lease shall be liable to forfeiture in case the lessee shall fail to fulfil any of the conditions of the said lease within thirty days after the date on which the same ought to be fulfilled.

HENRY TRENT,
Commissioner of Crown Lands.

Reserves in the Town of Ohakune, Wellington Land District, for Lease by Public Auction.

Department of Lands and Survey,
Wellington, 24th April, 1906.

NOTICE is hereby given that the undermentioned reserves will be offered for lease by public auction, at the Survey Office, Wanganui, on Wednesday, the 13th day of June, 1906, at 12 noon, under the provisions of "The Public Reserves Act, 1881."

SCHEDULE.

WELLINGTON LAND DISTRICT.—TOWN OF OHAKUNE.

Section.	Block.	Area.	Upset Annual Rent.	Term.
1	II	A. R. P. 0 1 0	£ s. d. 3 0 0	Fourteen years.
12	"	0 1 0	1 10 0	"
13	"	0 1 0	1 10 0	"
2	"	0 1 0	2 10 0	Year to year.

Ohakune is situated about twenty-four miles from Pipiriki. There is a post and telegraph office, store, creamery, and school in the township, and it is the present headquarters of the Resident Engineer in charge of the Ohakune Section of the Main Trunk Railway line now under construction.

The sections comprise open land; manuka grows on some of them. The soil is pumiceous, on a volcanic-grit formation.

JOHN STRAUCHON,
Commissioner of Crown Lands.

Lands in Canterbury Land District open for Selection on Lease in Perpetuity.

District Lands and Survey Office,
Christchurch, 19th May, 1906.

NOTICE is hereby given that the undermentioned lands will be open for selection on lease in perpetuity, at this office, on Wednesday, the 4th day of July, 1906, under the provisions of "The Land for Settlements Consolidation Act, 1900," and amendments.

If more than one application is received for the same section on the same day, the order of selection shall be decided by ballot.

SCHEDULE.

CANTERBURY LAND DISTRICT.

Section.	Block.	Area.	Lease in Perpetuity: Rent, 5 per Cent.	
			Rent per Acre per Annum.	Half-yearly Rent.

AMURI COUNTY.—WAIAU SURVEY DISTRICT.—WAIAU TOWNSHIP.

Annan Settlement.

	A.	R.	P.	S.	d.	£	s.	d.	
3	XXI	1	0	0	30	0	0	15	0

AKAROA COUNTY.—AKAROA SURVEY DISTRICT.

Kinloch Settlement.

18	V	594	3	0	10	6	156	2	6
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This section is situated about five miles and three-quarters southward from Little River Railway-station, the road of access from which is only partly constructed. It comprises chiefly hilly pastoral land, at an altitude varying from 200 ft. to 2,000 ft. above sea-level; about 500 acres is in tussock, with cocksfoot and clover, and the remainder is cleared bush land, in cocksfoot, with some totara-trees. There is good ploughable land on the tops of the spurs. The improvements (which are included in the price of the section) consist of 132 chains of subdivisional fencing and wire sheep-yards, the whole valued at £46.

ASHBURTON COUNTY.—CORWAR SURVEY DISTRICT.

Highbank Settlement.

		A.	R.	P.	S.	d.	£	s.	d.
17	I	10	0	0	6	8.5	1	13	7
54	II	10	0	0	6	5	1	12	1
65	II	10	0	0	6	5	1	12	1

These sections are situated in the middle of the Highbank Settlement, about five miles and a half eastward from Methven Railway-station; they consist of flat land with good soil, about 900 ft. above sea-level. The sections are weighted with valuations for improvements as follows: Lot 17, fencing, £5 14s. 4d.; Lot 54, hut and fencing, £18 12s. 8d.; Lot 65, building-material and fencing, £13 13s. 8d.; these sums must be paid by the incoming tenants at the time of selection.

The following notes respecting the last crops taken off the land, and the crops which selectors will be allowed to take in the first instance, are published for the guidance of intending applicants: Lot 17 was in crop of oats last season, and the incoming tenant will be allowed to take one grain-crop and one green or root crop, after which the land must be left in grass for at least three years before being again broken up or cropped; Lot 54 lay idle last season after one crop of wheat, and may be treated in the same way as Lot 17; Lot 65 was in crop of oats last season after one year's grass, and the incoming tenant will be allowed to take one root or green crop, after which the land must be left in grass for at least three years before being again broken up or cropped.

LEVELS COUNTY.—AROWHENUA SURVEY DISTRICT.

Puhuka Hamlet.

6, 7	X	4	0	0	31	8	3	3	4
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This allotment is situated on the Puhuka Road, about two miles and three-quarters from the business portion of Timaru and about three-quarters of a mile from the Smithfield Freezing-works, and comprises gently sloping land, with soil of good quality on clay subsoil. Elevation, from 20 ft. to 45 ft. above sea-level. There is a good new two-roomed house, 32 ft. by 13 ft., with iron roof and double brick chimney; it is matchlined and papered and well finished, and is valued at £95, which sum must be paid by the incoming tenant at the time of selection.

Section.	Block.	Area.	Lease in Perpetuity: Rent, 5 per Cent.	
			Rent per Acre per Annum.	Half-yearly Rent.

WAIMATE COUNTY.—WAITAKI SURVEY DISTRICT.—MORVEN TOWNSHIP.

Waikakahi Settlement.

	A.	R.	P.	S.	d.	£	s.	d.	
5	VII	1	0	0	30	0	0	15	0

Situated on the east side of the Main Trunk Railway line, immediately opposite the Morven Railway-station.

THOS. HUMPHRIES,
Commissioner of Crown Lands.

Lands in the Township of Domett, Canterbury Land District, for Sale by Public Auction.

Department of Lands and Survey,
Wellington, 21st May, 1906.

NOTICE is hereby given that the undermentioned lands will be offered for sale by public auction by the Commissioner of Crown Lands, Christchurch, at the Post-office, Mackenzie, on Wednesday, the 11th day of July, 1906, at 10 o'clock a.m.

SCHEDULE.

CANTERBURY LAND DISTRICT.—CHEVIOT ESTATE.—TOWNSHIP OF DOMETT.

Section.	Block.	Area.	Upset Price per Section.
		A. R. P.	£ s. d.
1	III	0 1 13	19 17 6
2	"	0 1 0	15 0 0
3	"	0 1 10	18 15 0
6	"	0 1 13	19 17 6
7	"	0 1 7	17 12 6
8	"	0 1 1	15 7 6
9	"	0 0 36	13 10 0
10	"	0 0 31	11 12 6
11	"	0 0 27	10 2 6
12	"	0 2 20	37 10 0
3	V	0 1 0	15 0 0
4	"	0 1 0	15 0 0
5	"	0 1 0	15 0 0
6	"	0 1 0	15 0 0
7	"	0 1 0	15 0 0
8	"	0 1 0	15 0 0
9	"	0 1 0	15 0 0
10	"	0 1 0	15 0 0
11	"	0 1 0	10 0 0
12	"	0 1 0	10 0 0
13	"	0 1 0	10 0 0
14	"	0 1 0	10 0 0
15	"	0 1 0	10 0 0
16	"	0 1 0	10 0 0
17	"	0 1 0	10 0 0
18	"	0 1 0	10 0 0
35	..	1 0 0	40 0 0
36	..	1 0 0	30 0 0
37	..	1 0 0	30 0 0

JAMES MCGOWAN,
For Minister of Lands.

Oraukura Domain, Wellington Land District, open for Lease by Public Tender.

District Lands and Survey Office,
Wellington, 19th May, 1906.

NOTICE is hereby given that written tenders will be received at this office up to 4 p.m. on Tuesday, the 3rd day of July, 1906, for a lease of the undermentioned land for a term of fourteen years, under the provisions of "The Public Domains Act, 1881."

SCHEDULE.

WELLINGTON LAND DISTRICT.—RANGITIKEI COUNTY.—OHINEWAIURUA SURVEY DISTRICT.—ORAUKURA DOMAIN.

Section.	Block.	Area.	Upset Annual Rental.
		A. R. P.	£ s. d.
65	XIV	9 2 0	2 7 6

Situated on the main road from Taihape to Tokaanu, the access being from Taihape Township, distant about one mile and three-quarters by a formed dray-road partly metalled. The domain comprises flat and undulating open land in grass. The soil is of good quality, resting on papa formation. The section is watered by springs, and an additional water-supply can probably be obtained by sinking wells.

Terms and Conditions of Lease.

1. Tenders must be accompanied by marked cheque or post-office order for six months' rent at the rate offered, together with £1 ls. lease fee, and they should be indorsed "Tender for lease" on the outside.

2. There are no restrictions or limitations as to the number of sections which one person may lease, and no declaration is required. Residence and improvements are not compulsory. No compensation shall be claimed by the lessee, nor shall any be allowed by the Government, on account of any improvements effected by the lessee, nor for any other cause.

3. Possession will be given on the day of acceptance of tender.

4. The lease shall be for the term of fourteen years, but shall be subject to termination by twelve months' notice in the event of the land being required by the Government.

5. The rent shall be paid half-yearly in advance.

6. The lessee shall have no right to sublet, transfer, or otherwise dispose of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.

7. The land shall not be cropped nor broken up, except with the consent of the Commissioner of Crown Lands.

8. The lessee shall destroy all rabbits on the land, and he shall prevent their increase or spread, to the satisfaction of the Commissioner of Crown Lands.

9. The lessee shall prevent the growth and spread of gorse, broom, and sweetbriar on the land comprised in the lease; and he shall with all reasonable despatch remove, or cause to be removed, all gorse, sweetbriar, broom, or other noxious weeds or plants, as may be directed by the Commissioner of Crown Lands.

10. The lessee shall be liable to forfeiture in case the lessee should fail to fulfil any of the conditions of the said lease within sixty days after the date on which the same ought to be fulfilled.

JOHN STRAUCHON,
Commissioner of Crown Lands.

Lands in Hikawera Settlement, Wellington Land District, open for Selection on Lease in Perpetuity.

District Lands and Survey Office,
Wellington, 1st May, 1906.

NOTICE is hereby given that the undermentioned lands will be open for selection on lease in perpetuity, at this office, on Tuesday, the 5th day of June, 1906, under the provisions of "The Land for Settlements Consolidation Act, 1900," and amendments.

SCHEDULE.

WELLINGTON LAND DISTRICT.—FEATHERSTON COUNTY.—
HUANGARUA SURVEY DISTRICT.—HIKAWERA SETTLEMENT.

Group A.—Ordinary Farms.

Section.	Block.	Area.	Lease in Perpetuity: Rent, 5 per Cent.	
			Rent per Acre per Annum.	Half-yearly Rent.
		A. R. P.	s. d.	£ s. d.
13	XVI	465 0 0	5 2-9	61 0 6
14	"	601 0 0	5 5-9	82 12 6
11A	"	687 0 0	6 1-6	105 7 0
12				

JOHN STRAUCHON,
Commissioner of Crown Lands.

Land in the Auckland Land District for Sale under Section 115 of "The Land Act, 1892."

District Lands and Survey Office,
Auckland, 19th March, 1906.

NOTICE is hereby given, in pursuance of section 240 of "The Land Act, 1892," that the undermentioned land will be disposed of under section 115 of the said Act on or after Friday, the 22nd day of June, 1906.

SCHEDULE.

AUCKLAND LAND DISTRICT.

WHANGAREI County, Parish of Waipu (Block I, Waipu Survey District): 475 acres, more or less; unsurveyed; situated between Sections 358, 353, and 385 and a forest reserve.

JAMES MACKENZIE,
Commissioner of Crown Lands.

Small Grazing-run in Otago Land District open for Lease on Application.

District Lands and Survey Office,
Dunedin, 14th May, 1906.

NOTICE is hereby given that the undermentioned small grazing-run will be open for lease on application, for a term of twenty-one years with right of renewal, at this office, on Tuesday, the 26th day of June, 1906, under the provisions of Part V of "The Land Act, 1892."

SCHEDULE.

OTAGO LAND DISTRICT.—TAIERI COUNTY.—MOUNT HYDE SURVEY DISTRICT.

First-class Pastoral Country.

Run No.	Area.	Rent per Acre per Annum.	Half-yearly Rent.
185A	Acres. 4,300	s. d. 0 7	£ s. d. 62 14 2

Weighted with £35 10s. 6d., valuation for fencing.

Open undulating pastoral country; soil light; carries good feed; well watered by four creeks passing through, and by Lee Stream and Fortification Creek on boundaries. Altitude, 1,300 ft. to 1,500 ft. Access by good road from northern boundary. This run is distant about seven miles and a half from Lee Stream Post-office, and sixteen miles from Outram Railway-station.

D. BARRON,
Commissioner of Crown Lands.

Lands in the Town of Westport, Nelson Land District, for Lease by Public Auction.

District Lands and Survey Office,
Nelson, 9th April, 1906.

NOTICE is hereby given that the undermentioned lands will be offered for lease for a term of forty-two years by public auction, at the Courthouse, Westport, on Friday, the 8th day of June, 1906, at noon, under the provisions of "The Westland and Nelson Coalfields Administration Act, 1877," and its amendments, and "The Westland and Nelson Coalfields Administration Act, 1901."

SCHEDULE.

NELSON LAND DISTRICT.—TOWN OF WESTPORT.

Section No.	Locality.	Area.	Upset Annual Rental.	Valuation for Improvements.
842	Queen Street	A. R. P. 0 0 24	£ s. d. 0 14 0	House, £85; fencing, &c., £5; total, £90.
842A	"	0 0 16	0 6 0	House, £30; fencing, &c., £5; total, £35.
844B	Bright Street	0 0 5-8	0 6 0	House, £15; fencing, &c., £1; total, £16.
844	"	0 0 11-1	0 9 0	House, £55; fencing, &c., £5; total, £60.
1031	Peel Street	0 1 0	1 0 0	No improvements.
1032	Bright Street	0 1 0	1 5 0	"
1033	"	0 1 0	1 5 0	"
1034	"	0 1 0	1 10 0	"

The improvements on the above sections (if any) consist of cottages, outbuildings, gardens, and fencing.

W. G. MURRAY,
Commissioner of Crown Lands.

MAORI LAND ADMINISTRATION NOTICE.

Two Runs, situate in Tapapa No. 3 Block, Kaweka Survey District, East Taupo County, for Lease by Public Tender under "The Maori Lands Administration Act, 1900," and its Amendments.

NOTICE is hereby given that written tenders, enclosed in sealed envelopes addressed to the President, Maniapoto-Tuwharetoa Maori Land Board, Otorohanga, and indorsed "Tenders for Run , Kaweka Survey District," will be received up to 4 p.m. on Thursday, the 14th June, 1906, for the leases of the undermentioned runs, for a term of twenty-one years, with right of renewal for a further term of twenty-one years, and payment to the lessee of the value of improvements on his going out of possession at the expiration of either term. In the event of ballots being necessary, they will be held at the office of the Maniapoto-Tuwharetoa Maori Land Board, Otorohanga, on Friday, the 15th June, 1906, at 11.30 a.m. If the runs be not leased on the 14th June, 1906, they will remain open for lease until further notice at the upset annual ground-rentals noted below.

A. F. PUCKEY,
President, Maniapoto-Tuwharetoa Maori
Land Board, Otorohanga.

Dated at Otorohanga, this 4th day of May, 1906.

SCHEDULE.

TAPAPA NO. 3 BLOCK.—KAWEKA SURVEY DISTRICT.—EAST TAUPO COUNTY.

Run No.	Area.	Upset Annual Rental.
	Acres.	£ s. d.
1	7,872	32 16 0
2	10,193	42 9 5

Description and Locality of Tapapa No. 3 Block.

Broken land, well watered. The greater portion of this block is covered with heavy birch forest, with about 5,000 acres of fern and ti-tree land along the Mohaka River. There are about 1,500 acres of fairly flat land in the north-west along the Mohaka River. Situated about ten miles from Puketiritiri and about twelve miles in a direct line due west from Tarawera, on the Napier-Taupo Road.

TERMS AND CONDITIONS.

1. Every tender shall be enclosed in a sealed envelope addressed to the President, and marked on the outside as follows: "Tender for lease of Run No. , as advertised in the newspaper of the day of , 19 , " and shall be accompanied by a statutory declaration in the form or to the effect set forth in Form K in the Schedule hereto.

2. If any person desires to tender for more than one run, a separate tender for each such run must be made, and separate declarations as required by the last preceding rule. And each such tender must be accompanied by six months' rent and £3 3s., and stamp duty and registration fee.

3. All tenders shall be opened simultaneously by the Board on a day appointed for the purpose.

Every tender shall be deemed to be informal and incapable of being accepted where the rental tendered is less than the upset rental fixed as aforesaid.

4. The highest tenderer, if his tender shall equal or exceed the upset rental, shall be declared the lessee, and be entitled to possession of the lands so soon as he has duly executed a lease thereof, and has complied with all other conditions lawfully prescribed in that behalf.

5. If the rent offered by two or more persons is the same amount, and is higher than that offered by any other tenderers, then the Board shall, after opening all the tenders, decide by lot, in such manner as it shall think fit, which of such two or more persons shall be declared the lessee.

6. The deposits and fees paid by the unsuccessful tenderers for any lease shall be returned to them by the Board immediately after any tender for such lease has been accepted.

7. When the Board shall declare any person to be the lessee of any block it shall forthwith notify the same to such person by registered letter, addressed to such person at the address given in the tender, and shall in such notice require such person, within thirty days after such notice, to execute the lease in triplicate. If two or more persons jointly tender, the notice shall be posted to each of such persons. Such notice shall be in the Form L in the Regulations under "The Maori Lands Administration Act, 1900," or to the effect thereof.

If any person who has been declared a lessee shall fail to execute his lease within thirty days after being required by notice so to do, then his deposit and the above-mentioned

sum of £3 3s. shall be absolutely forfeited to the Board, and the right of such person to obtain such lease shall absolutely cease and determine.

Where any lessee shall forfeit his right to a lease as aforesaid, and as often as such a case shall occur from time to time until the land be leased, or until there be a failure of tenderers whose tenders are formal, the Board may, at any time within seven days of such forfeiture, declare the next highest tenderer for the same lease whose tender is not informal to be the lessee, or, if the rent offered by two or more persons is the same amount, and is higher than the rent offered by any other tenderer save the one who has so forfeited his right to a lease as aforesaid, may decide by lot which of such other persons shall be the lessee. Every person declared a lessee under this section shall, upon his paying the deposit and fees as aforesaid, be declared to have become the lessee on the day of the opening of the tenders as if he had been so declared on such day.

9. If no tender shall be received prior to the time fixed for opening the tenders for any of the leases advertised for sale, any person may at any time thereafter apply for any one of such leases, unless the same shall have been withdrawn from sale by the Board, and be declared the lessee thereof at the upset rental fixed, upon complying with the other conditions prescribed as to tenders. If, in any such case, two or more applicants shall lodge their tenders on the same day, the right to the lease shall be decided by lot.

10. The Board may at any time reduce the upset value of land which it has failed to lease for three months, and may again call for tenders for the same at such reduced value.

11. The lease to be granted in pursuance of any tender may be in the Form M in the Regulations under "The Maori Lands Administration Act, 1900," or in such other form as the circumstances may require.

12. No tender shall be accepted or lease granted except the same be in accordance with the provisions of "The Maori Lands Administration Act, 1900" (herein referred to as "the said Act"), and its amendments, and the regulations made thereunder.

13. No lease shall comprise more than 2,000 acres, inclusive of not more than 640 acres of first-class land, except in the case of small grazing-runs and pastoral leases, nor shall any lessee have any right to acquire the freehold of the demised land.

No lessee or person, by himself or by or jointly with any other person on his behalf, shall hold at one time, whether as occupier, lessee, assignee, sub-lessee, or otherwise, more than 2,000 acres, inclusive of not more than 640 acres of first-class land, except in the case of small grazing-runs and pastoral leases. Any occupation license, lease, assignment, sub-lease, or other instrument in contravention of this section shall be illegal and void from the commencement:

Provided always that this section shall not apply to any person who acquires an interest in any lease by bankruptcy, or under an intestacy, or by virtue of a will.

14. The Board shall have power to offer for lease any lands as small grazing-runs which are suitable only for occupation in larger areas than 2,000 acres, and may classify the land into first- or second-class pastoral country. The area of a first-class small grazing-run shall not exceed 5,000 acres, and the area of a second-class small grazing-run shall not exceed 20,000 acres; and the whole of these regulations, and the forms of tender, declaration, &c., with necessary alterations and amendments, shall, *mutatis mutandis*, apply.

15. Any person of the age of seventeen years and upwards may become a lessee hereunder, and if under full age shall be as capable of executing a lease, and shall be bound by the terms thereof, and of the said Act, as if such person was of full age.

16. The term fixed by the lease shall be twenty-one years, with right of renewal for a further term of twenty-one years, to take effect in possession and not in reversion; but such lease may be renewable as provided hereafter.

17. Every lease shall be prepared by the Board, and shall be in such form, and shall contain such covenants, conditions, and agreements, not being inconsistent with the provisions of the said Act or these regulations, as the Board may prescribe by regulations which it is hereby authorised and empowered from time to time to make, and from time to time to alter, amend, or revoke, and which may either be general, or applicable to any particular case or class of cases, and, when not otherwise provided, shall be subject to the stipulations following:—

- (1.) The demise shall reserve unto the lessor all mines, metals, minerals, coal, lignite, slate, or freestone in or upon or under the land, with power to work, win, use, possess, sell, and dispose of the same, or any part thereof respectively, except such as may be required by the lessee for the lessee's own use but not for sale or disposal; with power also to the lessor to make roads through the demised lands, and for such purposes or any

of them to erect or build houses and other convenient buildings thereon, on paying compensation for damage done to the surface only, the amount of such compensation in case of disagreement to be ascertained and determined by arbitration.

- (2.) The lessee shall and will during the term of the lease pay the rent reserved thereby free and clear from all deductions or abatements whatsoever, and shall and will pay all rates, taxes, charges, or assessments now made or hereafter during the said term assessed, charged, or imposed upon the demised premises, or tenant in respect thereof, or upon any buildings or improvements thereon; and in case any of the said rents shall at any time be and continue in arrear and unpaid for fourteen days next after any of the days appointed for payment thereof, the lessee will (if demanded) pay to the lessor interest upon such arrears at the rate of £8 per centum per annum, calculated from the time appointed for the actual payment of such rent to the time of actual payment thereof; and such interest shall for all purposes, whether of distress or otherwise, be deemed to be rent payable under the demise, and be payable and recoverable by distress or otherwise in the same manner as the rent reserved under the demise may or can be.
- (3.) The lessee "will insure in the name of the lessor."
- (4.) The lessee "will fence."
- (5.) The lessee "will paint outside every fourth year."
- (6.) The lessee "will cultivate," and will preserve and keep the demised premises in a clean and husbandlike manner, free from all noxious weeds growing or to grow on the said demised premises, and will not plant on the demised premises, or permit to spread thereon, gorse or furze, and will keep properly cut and trimmed all live hedges and fences on the demised premises.
- (7.) No lessee shall transfer the possession or occupation of the land leased to or occupied by him, or any part thereof, by sale, underlease, or other disposition, except the Board shall sanction the proposed transfer, and until such lessee has been twelve months in possession or occupation of the demised land.
- (8.) When a statutory declaration is required from any lessee, no transferee, and no purchaser of any lease under any power of sale vested in any mortgagee, assignee, or trustee in bankruptcy, shall be admitted into possession or occupation of the land comprised in such lease until he has deposited with the Board a statutory declaration in the same form or to the same effect.
- (9.) Every lawful transferee of any lease, or purchaser as aforesaid of any lease, shall have all the rights and privileges, and be subject to the same obligations, as the original lessee: Provided that the transferor shall be liable for the instalment of rent which shall become due next after such transfer.
- (10.) No transfer of any lease shall be valid unless all the conditions upon which the lease was granted have been complied with as to payment of rent or otherwise up to the date of such transfer.
- (11.) If any lessee or licensee shall fail to fulfil any of the conditions of his lease within sixty days after the day on which the same ought to be fulfilled, his lease shall be liable to be forfeited, and he shall be deemed, upon such forfeiture, to be in illegal occupation of the land comprised in the lease, and the Board may proceed for recovery of possession thereof without prejudice to the right of the lessor to recover any rent then due or payable, or any right of distress, action, or suit that may have arisen prior to such re-entry.

The foregoing conditions as regards leases shall operate and shall be deemed to bind the Board and the lessee as fully and effectually as if they were set forth in every lease.

18. The lessee shall be liable for all rates, taxes, or assessments of every nature or kind whatsoever imposed upon the occupier of the lands included in his lease during the term for which he is lessee.

19. The Board, upon being satisfied that any lease has been lost or accidentally destroyed, may grant a new lease in lieu thereof, upon such terms and conditions and upon payment of such fee in each case as it shall think fit. When any indorsement is required to be made on any lease, and the same is lost or destroyed as aforesaid, the Board may grant a new lease in lieu thereof, and make the required indorsements thereon, or, if it shall so think fit, may incorporate the substance of the indorsements with the terms of the original lease, and insert them together in the new lease.

20. The Board and the lessee shall each execute the lease in triplicate.

21. Every lease, after execution thereof as aforesaid, shall be registered by the Board under "The Land Transfer Act, 1885," or any Act hereafter passed in lieu thereof, in like manner, as nearly as may be, *mutatis mutandis*, as a Crown grant is registered; and the lease which is retained in the office of the District Land Registrar shall form a folium of the register-book in such office, and on it all dealings therewith shall be registered; but no fee shall be payable by way of contribution to the assurance fund on the registration of any such lease.

All dealings with or transmissions of land comprised in such lease shall be made in accordance with the provisions of the last-mentioned Acts, and be in all respects subject thereto.

22. All dealings with or under leases in contravention of the provisions of the said Act as to transfers of leases shall be absolutely void, and the District Land Registrar shall refuse to register any dealing with or under a lease until he is satisfied that the said provisions have been complied with.

23. Every lessee shall, within twelve months of the commencement of his term, and thereafter for a period of six consecutive years, reside on some portion of the lands leased by him.

This condition shall not apply to any person who has acquired an interest in any lease under an intestacy or by virtue of a will.

The Board may dispense with the necessity of such residence, in the case of bush or swamp lands, during the first four years of the term, and altogether as to all lands if the lessee resides on lands contiguous to the lands leased, or with the concurrence of the Minister for any other sufficient reason. Lands shall be deemed to be contiguous to each other if only separated by a road or stream, or by such interval of space* as the Board may in each case determine.

In cases of youths who may become lessees, and who are living within the Maori land district and are residing with their parents or near relatives, the Board may dispense with residence until four years after the commencement of the term.

When any two lessees shall lawfully intermarry, the Board may dispense with residence by either of such lessees on the lands comprised in one of the leases.

24. Every lessee shall bring into cultivation—

- (a.) Within one year from the date of his lease, not less than one-twentieth of the land leased by him;
- (b.) Within two years from the date of his lease, not less than one-tenth of the land leased by him;
- (c.) Within four years from the date of his lease, not less than one-fifth of the land leased by him;

and shall, within six years from the date of his lease, in addition to the cultivation of one-fifth of the land, have put substantial improvements of a permanent character on first-class land to the value of £1 for every acre of such land, and on second-class land to an amount equal to the net price of every acre of such land: Provided that in no case shall the additional improvements required on second-class land be more than 10s. per acre.

The terms "improvements," "substantial improvements," and "substantial improvements of a permanent character," mean and include reclamation from swamps, clearing of bush, gorse, broom, sweetbriar, or scrub, cultivation, planting with trees or live hedges, the laying-out and cultivating of gardens, fencing, draining, making roads, sinking wells or water-tanks, constructing water-races, sheep-dips, making embankments or protective works of any kind, in any way improving the character and fertility of the soil, or the erection of any building.

25. Whenever a lease is to be sold or otherwise disposed of, the valuation of the improvements shall, in all cases where it is not otherwise provided by the said Act, be made as by section eighty-three hereinafter provided; and payment of such valuation shall be made to the Board on or before the day of the commencement of the term of the new lease by the purchaser of such lease.

Whenever a lease is forfeited for breach of conditions, the Board shall cause such valuation to be made on recovering possession of the land.

26. The amount of the valuation of the improvements, when paid by the purchaser of a new lease, shall be paid by the Board to the original lessee, less any arrears of rent or other moneys due in respect of such land by the outgoing tenant; and, in case of forfeiture, less also the amount of expenses incurred in recovering possession of the land and the lease or other disposal thereof.

27. In every case of the forfeiture of a lease for breach of conditions, the payment of the amount of the valuation of improvements, or of any part thereof, shall be absolutely at the discretion of the Board.

* The Board will be prepared to allow the term "interval of space" to apply to residence anywhere outside the Paetawa Block.

28. If payment of any such valuation is not made as aforesaid, the Board may sue for and recover the same in any Court of competent jurisdiction from the person who should make such payment.

29. In any case where a lease is granted with a right of renewal for one further term only, not exceeding twenty-one years, the Board shall, on the expiration of such further term, or on the expiration of the original term, or in the case of a lease where the right of renewal is perpetual, on the expiration of any term, if the right of renewal has in any case been surrendered or otherwise determined, weight the land with the value of the improvements of the outgoing tenant on again offering it for lease; or the Board may in its discretion retransfer the land to the Native owners on payment of the value of the improvements and all other charges to which the land may be lawfully subject. The value of such improvements, or the balance thereof, after deducting any amounts which may be due to the Board by the outgoing lessee, shall, when recovered by the Board, be paid over to him.

30. No outgoing tenant shall have any right or claim against the Maori owners or the Board in respect of the value of any improvements made by him on the lands in his occupation, in case any person shall fail to pay such value to the Board:

Provided that in any such case of failure the Board may retransfer the land to the Native owners on payment of such value and all other charges to which the land may be lawfully subject.

31. All claims for compensation in respect of any matters arising under the said Act, or for value of improvements or other matters, shall, unless otherwise specially provided, be settled in the manner provided in Part III of "The Public Works Act, 1894," for which purpose the said Part III shall be deemed to be incorporated with the said Act.

In every such claim the Board shall be the respondent.

32. Where it is provided or agreed that any matter shall be referred to arbitration, then such reference, unless herein otherwise provided, shall be to one or more arbitrators appointed by the parties on each side respectively, and an umpire to be appointed by such arbitrators.

(a.) If either party shall fail to appoint an arbitrator within twenty-one days after being requested in writing to do so by the other party, then the arbitrator appointed by the other party shall alone conduct the arbitration, and his decision shall be final and binding on both parties.

(b.) If the said arbitrators shall fail to agree upon the matter referred to them within twenty-eight days of the same having been so referred, then the matter so referred shall be decided by an umpire to be appointed by the said arbitrators, whose decision shall be final and binding on both parties.

(c.) Every such arbitration shall be carried on in the manner prescribed by "The Arbitration Act, 1890," and be subject to such last-mentioned Act in the same manner as if the reference to such arbitration had been made by consent of parties under a deed.

(d.) Each party shall pay his or its costs of such reference, and any costs incidental to the appointment of an umpire shall be paid equally by the parties to the arbitration.

(e.) Such arbitrators or umpire shall have all the powers vested in Commissioners by "The Commissioners' Powers Act, 1867," as well as all the powers given to them by "The Arbitration Act, 1890."

33. Not sooner than one year and not later than three months before the end of the original or renewed term for which the lease is granted, a valuation shall be made by arbitration, or in some other manner that may be agreed upon between the Board and the lessee, of the then value of the fee-simple of the lands then included in the lease, and also a valuation of all substantial improvements of a permanent character made by the lessee during the term and then in existence on the land then comprised in the lease.

The publishing of the valuations made as aforesaid may be effected by serving a copy of the same on the lessee and another copy on the Board; and thereafter, but not later than two months before the expiry of the term for which the lessee then holds the lands, the lessee shall elect, by notice in writing delivered to the Board, whether he will accept a fresh lease of the said lands for a further term of twenty-one years from the expiration of the then term, at a rental equal to not less than five pounds per centum on the gross value of the lands after deducting therefrom the value of the substantial improvements of a permanent character as fixed respectively by the valuation.

34. If the lessee shall not elect to accept a renewal as above mentioned, or shall refuse or neglect to execute a lease

within seven days after the same is tendered to him for the purpose, a lease of the said lands shall, not later than one month before the end of the term for which the terminating lease was granted, be put up to public competition by public tender for such term of twenty-one years, on the following terms and conditions:—

(a.) The upset rent shall be such rent as shall be fixed by the Board, not being a greater sum than that at which the lease was offered to the outgoing lessee under the last preceding clause.

(b.) The amount of such upset rent shall be stated in the advertisements calling for tenders; and it shall be a condition of tender that the tenderer shall, together with his tender, deposit the amount of one half-year's rent, which shall be returned to him if he fails to obtain the lease.

(c.) If any person other than the outgoing lessee be declared the purchaser, he shall, within seven days after the day fixed for opening the tenders, pay over to the Board the amount of the value of the substantial improvements of a permanent character as fixed in manner provided by the last preceding clause.

(d.) When the day has arrived on which the terminating lease expires, or thereafter, if the Board shall have satisfied itself that the outgoing lessee has let the new lessee into quiet possession of the lands to be leased, and that none of the improvements on the lands which were thereon when the valuations mentioned in the last preceding clause were made have been destroyed or appreciably damaged, the Board shall pay over to the outgoing lessee the amount received by it from the incoming lessee as aforesaid.

(e.) If any of the improvements as mentioned in the preceding subclause have been destroyed or appreciably damaged, as in the said subclause referred to, then the value of the improvements so destroyed, or the cost of repairing such damage, shall be decided by the Board or some person appointed by it; and the amount so fixed, with the costs attending such decision, shall be deducted from the amount payable as aforesaid to the outgoing lessee, and, save the amount deducted for costs, shall be returned to the incoming lessee.

35. If such lease shall not be disposed of as above mentioned to some person other than the lessee, or if such person fails to execute the lease in triplicate within thirty days, or to pay the sum offered by him as aforesaid within thirty days, from the day on which the tenders were opened, then the lessee may again, within sixty days after the day fixed for the opening of the tenders, elect in a manner aforesaid whether he will accept a fresh lease as aforesaid; and if he does not elect to accept the same, or refuses or neglects to execute such lease within seven days after the same is tendered to him for the purpose, then he may continue as lessee of the said land from year to year, so long as he shall pay the rent reserved by his lease and observe and perform the covenants and conditions contained in the same or in this Act, or until the Board shall succeed in finding a purchaser of the new lease, unless, prior to the finding of such purchaser by the Board, he shall elect to accept a new lease for the said further period of twenty-one years as aforesaid.

36. The Board, in selling a renewed lease to a purchaser, may make provision that the right to take possession under such new lease shall always commence on the 1st day of January or of July in any year.

37. All the provisions of the foregoing rules and regulations (except the provisions as to cultivation) as regards the tenders for sale, form, and conditions of first leases made under the said Act, and otherwise howsoever as regards such leases, shall, *mutatis mutandis*, apply to the sale, form, and conditions of the new or renewed leases above mentioned, and to the lessees thereunder, and otherwise howsoever, except as herein is otherwise expressly provided.

Rent.—The rent shall commence on the first day of January or July following the date of acceptance of tender by the Board.

Form K.

STATUTORY DECLARATION TO ACCOMPANY APPLICATION FROM PERSON DESIROUS TO BECOME PURCHASER, TRANSFEREE, OR SUB-LESSEE OF A LEASE.

In the matter of "The Maori Lands Administration Act, 1900," and its amendments; and in the matter of a proposed *sale or lease to , of , of †

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

* Erase any words in italics which are inapplicable.

† Specify name and area of the land, and the conditions of the proposed alienation.

‡ Each proposed purchaser or lessee must make this declaration.

1. That I am of the age of seventeen years and upwards.
 2. That I am the person or one of the persons jointly applying for the purchase or lease of the above-mentioned land solely for my own use and benefit, or for the exclusive use and benefit of myself and co-purchaser or co-lessee, namely, , and for the purposes of cultivation, and not directly or indirectly for the use or benefit of any other person or persons whomsoever.
 3. That, including the land now applied for, but exclusive of leases of Maori land held by me at the date of the passing of "The Maori Lands Administration Act, 1900" (20th October, 1900), I am not the holder or owner, directly or indirectly, either by myself or jointly with any other person, of any land anywhere in the colony exceeding in the whole 2,000 acres of freehold land, inclusive of not more than 640 acres of first-class land.

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 , 190 , before me, , a Justice of the Peace in and for the Colony of New Zealand.

Maps and full particulars may be had on application at the office of the Maniapoto-Tuwharetoa Maori Land Board, Otorohanga, the District Lands and Survey Office, Auckland, and the Land Offices throughout the colony.

A. F. PUCKEY,
 President, Maniapoto-Tuwharetoa Maori Land Board.
 Otorohanga, 3rd May, 1906.

NATIVE LAND COURT NOTICES.

Sitting of the Native Land Court at Auckland.

Registrar's Office, Auckland, 22nd May, 1906.

NOTICE is hereby given that a sitting of the Native Land Court will be held at the Native Land Court Office at Auckland on the 7th day of June, 1906, 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.

[Auckland, 1906-20.]

A. G. HOLLAND, Deputy Registrar.

SCHEDULE.

APPLICATIONS FOR PARTITION.

No.	Name of Applicant.	Name of Land.
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ADJOURNED APPLICATIONS.

1	R. Maxwell (791-16, 4/36)	Maraetai No. 3.
2	Pepa Tauke (791-19, 4/58)	Maraetai No. 2.
3	Tukua te Rauroha (1028-6, 4/127)	Waitakaruru No. 4c.

NEW APPLICATIONS.

4	Hoera Honetana, Tamati Wiremu, Piri Paraone, Waata Hangata, Tereha Tanoa, and others (762-31, 4/131)	Te Karaka.
5	Waata Hangata, Tea Waata Hangata, and others (1496-6, 4/135)	Te Huruhi No. 5.
6	Te Urikaraka te Waero and others (1010-56, 4/138)	Paremata No. 1c (Waitakaruru No. 1c).
7	Remana Nutana (1503-5, 4/139)	Te Huruhi No. 12.
8	Mataiti Aramoana, Te Morehu Maihi, and others (1382-4, 4/141)	Tihikauere.
9	Hariata Whareiti (34-54, 1/20)	Orakei, Section 4b.

APPLICATION FOR DETERMINATION OF RELATIVE INTERESTS.

No.	Name of Applicant.	Name of Land.
45	Te Aho Renata, Wiremu Tamihana, Renata te Koroa, and others (762-32, 4/134)	Te Karaka.

APPLICATIONS FOR SURVEY CHARGING ORDERS.

No.	Name of Applicant.	Name of Land.	Area.	Amount.
46	Joseph Augustus Tole, surviving executor of Edward Francis Tole (1189-52, 5/98)	Wharekawa No. 5b	A. R. P. 9,393 0 0	£ s. d. 277 18 1
47	Joseph Augustus Tole, surviving executor of Edward Francis Tole (1189-53, 5/98)	Wharekawa No. 5c	372 0 0	10 19 6
48	Joseph Augustus Tole, surviving executor of Edward Francis Tole (1189-54, 5/99)	Wharekawa No. 5d	29 0 0	0 17 2

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
49	Transfer (C.A. 1905-103) ..	26th July, 1905 ..	Karongaronga North	Hikori Rawiri, Tamaiwhiua Rawiri, and Ani Perepetua Rawiri, of Thames, to George Cribb, of Puriri.
50	Transfer (C.A. 1906-4) ..	20th December, 1905	Allotments 49 and 50, Parish of Whangape	Flora Beatrice Oliphant Rowe, of Karangahake, to Elizabeth Hamilton, of Tauranga.
51	Conveyance (C.A. 1906-8)	7th November, 1905 ..	Interest in Pukekura No. 8	Huhia N. pia Marino, of Rotorua, to Louisa Alice Adams, of Auckland.
52	Conveyance (C.A. 1906-9)	10th August, 1905 ..	Allotment 136, Parish of Pepepe	Hone Reo Akaraute, of Rangiriri, and Hira Akaraute, of Te Kumi, to William Joseph Ralph, of Auckland.
53	Mortgage (C.A. 1906-12) ..	12th February, 1906 ..	Allotment 39B, Parish of Waipa	Reihana Paki Motutara, of Ngaruawahia, to Roderick McLeod, also of Ngaruawahia.
54	Lease (C.A. 1906-13) ..	8th February, 1906 ..	Allotment 39B, Parish of Waipa	Reihana Paki Motutara, of Ngaruawahia, to Roderick McLeod, also of Ngaruawahia.
55	Transfer (C.A. 1906-17) ..	8th February, 1906 ..	South-western portion of Opuatia No. 8a	Maria Manning, of Waiuku, and Henry Willson, of Kaikohe, to Neil Ohlsen, of Onewhero.
56	Gift (C.A. 1906-18) ..	10th February, 1906 ..	Hauturu No. 302N ..	Hopa Toamia, of Mangonui, to Pene Hopa, of Kaitaia.
57	Transfer (C.A. 1906-19) ..	2nd March, 1905 ..	Part of Allotment 18, Parish of Tatarariki	Pare Kaipuke, of Te K. puru, to Martin Cobbald, also of Te Kopuru.
58	Lease (C.A. 1906-20) ..	22nd February, 1906 ..	Kaitara No. 2g ..	Tapihana Eramiha Paikea, Karaka Eramiha Paikea, Wiremu Tipene Eramiha Paikea, Te Wana Eramiha Paikea, and Piripi Ihimaera, all of Kaipara (by their attorney, George F. Linnell), to George Frederick Linnell, the younger, of Kaiwaka.
59	Lease (C.A. 1906-21) ..	27th February, 1906 ..	Kaitara No. 2a, Section 1	Perana Moetarau, of Kaipara, to Thomas Forester Linnell, of Kaiwaka.
60	Lease (C.A. 1906-26) ..	22nd February, 1904 ..	Allotment 30, Village of Mangere, Parish of Manurewa	Charles Swanson, of Auckland, and George Swanson, of Whatawhata, to John Munro Fraser, of Mangere.
61	Conveyance (C.A. 1906-30)	2nd April, 1906 ..	Western portion of Allotment 31, Parish of Onewhero	Wiremu Hauparua, of Port Waikato, to William Longmuir Orr, of Pukekawa.
62	Transfer (C.A. 1906-34) ..	21st December, 1905 ..	Rarapuka No. 2B ..	Hori Paerimu, of Orakei, to John Phillipps, of Auckland.
63	Lease (C.A. 1906-39) ..	20th April, 1906 ..	Tarakewhati No. 2c2	Wikitoria te Ngahue, of Thames, to Thomas Alexander Cooper, of Warahoe.
64	Transfer (C.A. 1906-40) ..	15th March, 1906 ..	Part of Whakamaru - Maungaiti West No. 5208a	Rangikara Riripia (Rangikaripiripia) to the Wellington Industrial Development Company.
65	Transfer (C.A. 1906-41) ..	8th March, 1873 ..	Motukakaho Island ..	Wiremu Tauroa and Paora Katuhi to Daniel Henderson Lusk, of Mauku.
66	Conveyance (C.A. 1906-42)	28th March, 1906 ..	Lot 85, Parish of Pepepe	Ratima te Mata, of Rangiriri, to William Joseph Ralph, the younger, of Auckland.
67	Gift (C.A. 1906-43) ..	13th March, 1906 ..	Lots 53 and 55, Parish of Pepepe	Himiona te Oke, of Huntly, to Tehi Himiona, Whiu Himiona, Ketena Potu, and Taika Rotana, also of Huntly.
68	Deed of partition (C.A. 1906-44)	22nd February, 1906 ..	Kaiwhakairi F No. 1 (Sections 1 and 2)	Mary Ann Tauhe and Hariata Weaver, both of Ohaeawai.
69	Transfer of lease (C.A. 1906-45)	7th March, 1906 ..	Section 8, Block III, Taumarunui Native Township	Katerina Waihanae, of Taumarunui, to Thomas Hill, also of Taumarunui.

Sitting of the Native Land Court at Gisborne.

Registrar's Office, Gisborne, 1st June, 1906.

NOTICE is hereby given that the matter mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Gisborne on the 8th day of June, 1906, or as soon thereafter as the business of the Court will allow.

[Gisborne, 1906-17.]

JOHN BROOKING, Registrar.

SCHEDULE.

REFERENCE UNDER SECTION 49 OF "THE NATIVE LAND LAWS AMENDMENT ACT, 1895," BY THE CHIEF JUDGE TO THE NATIVE LAND COURT FOR INQUIRY AND REPORT.

Name of Land.	Matter referred for Inquiry.
986 Waikanae 5	To inquire into the omission from the title of the interests held by Noa Whakaetere upon trust.

Sitting of the Native Land Court at Hastings.

Registrar's Office, Wellington, 5th June, 1906.
 NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Hastings on the 25th day of June, 1906, or as soon thereafter as the business of the Court will allow.
 (Wellington, 1906-30.)

R. C. SIM, Registrar.

SCHEDULE.

APPLICATIONS FOR PROBATE.

No.	Name of Applicant.	Name of Deceased.
10	Charles W. Reardon.. .. .	Wi Matua.
The cases mentioned below will be heard on or after the 7th day of July, 1906:—		
11	Wiremu Ponatahuri	Tutaki Ponatahuri.
12	Rititia Maremare (by David Scannell)	Horomona Rongoparae.

APPLICATIONS FOR PARTITION.

No.	Name of Applicant.	Name of Land.
13	Hawira Tamihana, Perira Hawira, Matene Hawira, Wiremu Hawira, and others	Te Rakautatabi 1f.
14	Raniera Erihana	Matatuowhiro.
15	Paramena Oneone	Kakiraawa.
16	Rapoama Huarere	Otarata.
17	Te Whatuiapiti and others	Kakewahine No. 1.
18	Te Whatuiapiti and others	Te Ake.
19	Te Whatuiapiti and others	Waoku No. 2.
20	Te Whatuiapiti and others	Matatuowhiro.
21	Te Whatuiapiti and others	Te Ipuotaraia No. 2.
22	Te Whatuiapiti and others	Papaaruhe.
23	Te Whatuiapiti and others	Rotoakiwa No. 2.
24	Wli te Ota Hakiwai and another	Omahu No. 2.
25	Merata Maaka, Hiromina te Orenga, and another	Waipuka No. 3.
26	Merata Maaka, Hiromina te Orenga, and another	Kaihau.
27	David Scannell (solicitor for Kathleen Hiraani Blake and Ralph Holden Wellwood)	Awarua 2c No. 14.

APPLICATION FOR APPOINTMENT OF TRUSTEE.

No.	Name of Applicant.	Name of Land.	Names of Children.
28	David Scannell (solicitor for Kathleen Hiraani Blake and Ralph Holden Wellwood)	Omahu No. 2A, 2B, 2E, 2K No. 2, 2B, 2S, 2T; Ngapaeruru 4B No. 2; Awarua 1A No. 3A, 2C No. 12B, 2C No. 12F, 2C No. 13E, 2C No. 13H, 2C No. 13I, 2C No. 13K, 2C No. 13N, 2C No. 14, 2C No. 15, 3A No. 2G, 3B No. 2H, 4C No. 6, 4C No. 11; and Motukawa 2A	Kathleen Hiraani Blake and Ralph Holden Wellwood, the adopted children of Hiraani te Hei, deceased.

APPLICATION FOR REMOVAL OF RESTRICTIONS.

No.	Name of Applicant.	Name of Land.
29	Edward Bibby and W. T. Prentice	Tahoraiti No. 2.

APPLICATION FOR CONFIRMATION OF ALIENATION.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
38	Transfer (1906-75)	10th May, 1896	Hastings, Block XI, Lot 131	Hohepa Katene and Witini Rangia-pohia to Mansoor Hanna.

APPLICATIONS FOR SURVEY CHARGING ORDERS.

No.	Name of Applicant.	Name of Land.	Amount due.
35	Kennedy Bros. and Morgan	Waimarama No. 3	£ s. d. 35 12 9
36	Kennedy Bros. and Morgan	Kaiwaka, Subdivisions 1 and 2	186 15 0

APPLICATION UNDER SECTION 34 OF "THE MAORI LAND LAWS AMENDMENT ACT, 1903," TO CUT OFF PORTIONS OF THE LAND TO DISCHARGE SURVEY LIENS.

No.	Name of Applicant.	Name of Land.	Amount of Survey Lien.
37	The Chief Surveyor	Ngapaeruru 7F No. 2B	£17 10s. 0d.

APPLICATION UNDER SECTION 39 OF "THE NATIVE LAND COURT ACT, 1894."

No.	Name of Applicant.	Name of Land.	Nature of Application.
38	A. E. Simson	Otawhao A or No. 1	That the partition order, dated the 12th day of March, 1884, and the Land Transfer certificate may be amended by striking out the words which so extend and enlarge the restrictions against the alienation of the said land, and by so correcting the said titles that the said land may be subject only to the restrictions originally imposed.

APPLICATION UNDER SECTION 50 OF "THE NATIVE LAND CLAIMS ADJUSTMENT AND LAWS AMENDMENT ACT, 1901," FOR INQUIRY INTO THE CIRCUMSTANCES OF THE ADOPTION MENTIONED BELOW.

No.	Name of Applicant.	Name of Adopted Child.	Particulars of Adoption.
39	Otene Kuku Karaitiana	Te Otene Ngarangi Karaitiana Ropitini	Adoption by Otene Kuku Karaitiana, of Masterton, of Te Otene Ngarangi Karaitiana, a child of Ropitini Tio and Pine Tio.

Whanganui Court, 13th June, 1906.

NOTICE THAT UP-RIVER CASES WILL BE ADJOURNED TO PIPIRIKI.

Native Land Court Office, Wellington, 5th June, 1906.

IT is hereby notified that, in regard to the sitting of the Court to be held at Whanganui on the 13th instant, all cases affecting up-river lands and interests will be adjourned to be dealt with at Pipiriki, on a suitable date to be fixed and notified by the presiding Judge of the Court, after the Court has sat for a time at Whanganui. Any applicants desiring their cases to be heard at Pipiriki should make application, by letter, to the Judge when the Court has opened, and their personal attendance at the Court at Whanganui will not be necessary.

R. C. SIM, Registrar.

Applications for Confirmation Certificates under Section 55.

Registrar's Office, Wellington, 6th June, 1906.

NOTICE is hereby given that applications have been made to a Judge of the Court for certificates under section 55 of "The Native Land Court Act, 1894," confirming the alienations hereunder specified. All objections to the granting of such certificates must be lodged with me within fourteen days from the publication of this notice.

[Wellington, Sec. 55.]

R. C. SIM, Registrar.

THE ALIENATIONS ABOVE REFERRED TO.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
2	Transfer (1906-57)	4th May, 1906	Polhill Gully, Section 4, Subdivision 2	Mohi Parai and Te Awhi Parai to Arthur William George Fitchett.
3	Transfer (1906-73)	18th November, 1905	Ngawakaakupe 1A	Atiria Punua to William Charles Harris.
3	Transfer (1906-74)	30th May, 1906	Taonui - Ahuaturanga, Subdivisions 10 and 11	Hara Tauranga and Mokena Pahurahi to Samuel Weston, jun.
4	Transfer (1906-76)	31st May, 1906	Oruamatua - Kaimanawa 1B No. 1	Hiraka te Rango and Wera Rawinia to Aubrey Humphries.
5	Mortgage (1906-77)	31st May, 1906	Aorangi 3r, Subdivision 2B	Rakiwhata te Aweawe to James Thomson, John Thomson, and Basil Thomson.

BANKRUPTCY NOTICES.

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

NOTICE is hereby given that DAVID DAWSON LANNAN, of Great North Road, formerly a Storekeeper, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Wednesday, the 6th day of June, 1906, at 2.30 o'clock.

E. GÉRARD,
Official Assignee.

Auckland, 29th May, 1906.

In Bankruptcy.

DIVIDENDS on all admitted preferential wages claims are now payable at my office in the following estates:—

W. O. Skeet: 20s. in the pound.
Smith and Scott: First and final, of 3s. 8d. in the pound.

JOHN COLEMAN,
Deputy Assignee.

Gisborne, 2nd June, 1906.

In Bankruptcy.

In the estate of R. P. ANSLEY, of Wanganui, Saddler.
A SUPPLEMENTARY dividend, of 6d. in the pound, on all accepted proved claims in the above estate is now payable at my office.

W. RODWELL,
Deputy Official Assignee.

28th May, 1906.

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

NOTICE is hereby given that ARTHUR EDWARDS and ALLAN EDWARDS, of Awahuri, Farmers, were this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Monday, the 11th day of June, 1906, at 2.30 o'clock.

G. J. SCOTT,
Deputy Official Assignee.

Palmerston North, 29th May, 1906.

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

NOTICE is hereby given that JOHN GEORGE SIMS, of Wanganui, Builder, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Thursday, the 14th day of June, 1906, at 2.30 o'clock p.m.

W. RODWELL,
Deputy Official Assignee.

5th June, 1906.

In Bankruptcy.

In the estate of COLLINS BROS., of Feilding, Auctioneers.
A FIRST and final dividend, of 9d. in the pound, is now payable at my office on all proved accepted claims. Promissory note must be produced for indorsement.

G. J. SCOTT,
Deputy Official Assignee.

26th May, 1906.

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

NOTICE is hereby given that JOHN CHALMERS, of Christchurch, out of employment, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Friday, the 8th day of June, 1906, at 11 o'clock.

G. L. GREENWOOD,
Official Assignee.

1st June, 1906.

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

NOTICE is hereby given that HENRY BEVERIDGE McIntosh, trading as "H. McIntosh and Co.," of Great King Street, Dunedin, Coal-merchant, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Tuesday, the 5th day of June, 1906, at 2.30 o'clock.

C. C. GRAHAM,
Official Assignee.

Dunedin, 29th May, 1906.

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

NOTICE is hereby given that ELLEN ELIZABETH TREVE-THICK, of Roslyn, Dunedin, Domestic Duties, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Wednesday, the 6th day of June, 1906, at 2.30 o'clock.

C. C. GRAHAM,
Official Assignee.

Dunedin, 30th May, 1906.

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

NOTICE is hereby given that statements of accounts and balance-sheets in respect of the undermentioned estates, together with the report of the Audit Office thereon, have been duly filed in the above Court; and I hereby further give notice that at the sitting of the said Court, to be holden on Wednesday, the 13th day of June, 1906, I intend to apply for an order releasing me from the administration of the said estates.

Dated this 29th day of May, 1906.

William Lewis, of Appleby, Grocer.
William Christie, of Invercargill, Hotelkeeper.
Alexander Menzies, of Invercargill, Contractor.
John Thomas Foley, of Invercargill, Express Proprietor.
Robert Blackley, late of Wyndham, Farmer.
William John Henry, of Invercargill, Painter.
Michael Dalton, of Invercargill, late Hotelkeeper.
David Robert, of Invercargill, Labourer.
Alexander Sutherland, of Winton, Flax-miller.
Arthur Ernest Otway, of Invercargill, Hotelkeeper, Flax-miller, and Miner.

Frederick Wilson Bell, of Caroline, Labourer.
William Norman and James Norman, trading under the style or firm of "Norman and Son," of Waimatuku, Flax-millers.

James Norman, of Waimatuku, Flax-miller.
William Norman, of Waimatuku, Flax-miller.
James Cunningham, of Dipton, Farmer.
George Goddard Bremner, of East Invercargill, Labourer.
Arthur Edward Reeves, of Invercargill, Fibre-dresser.
Charles Butler and Frederick Butler, trading under the style or firm of "C. and F. Butler," of Winton, Sawmillers.

Charles Butler, of Winton, Sawmill.
Frederick Butler, of Winton, Sawmill.
Charles Bates, of Colac Bay, Carpenter.

Robert Leedham Irving, of Invercargill, Insurance Agent.
Annie Gertrude Henry and Margaret Janet Marshall, of Invercargill, Boardinghouse-keepers.

Annie Gertrude Henry, of Invercargill, Boardinghouse-keeper.
Margaret Janet Marshall, of Invercargill, Boardinghouse-keeper.

William Laws, of Orepuki, Flax-miller.
Thomas White, of Orepuki, Miner.

CHARLES B. ROUT,
Deputy Official Assignee.

MINING NOTICES.

THE INCHDALE GOLD-DREDGING COMPANY (LIMITED).

NOTICE is hereby given, in pursuance of section 230 of "The Companies Act, 1903," that a General Meeting of the shareholders of the above company will be held at the Dunedin Stock Exchange on Monday, the 18th of June, 1906, at 2.30 p.m., for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the assets of the company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the company, and of the Liquidator thereof, shall be disposed of.

Dated this 25th day of May, 1906.

565 J. R. HOOPER, Liquidator.

REEVES PROPRIETARY GOLD-DREDGING COMPANY (LIMITED).

NOTICE is hereby given that at an extraordinary meeting of the shareholders of the above company held on Thursday, 24th May, 1906, at 3 p.m., the following resolution was passed: "That it has been proved to the satisfaction of this meeting that the Reeves Proprietary

Gold-dredging Company (Limited) cannot, by reason of its liabilities, continue its business, and that it is desirable to wind up the same, and accordingly that the company be wound up voluntarily." And I also give further notice that at the same meeting Mr. H. A. BRUCE, of 145 Hereford Street, was appointed Liquidator.

Dated at Christchurch, this 25th day of May, 1906.
566 G. B. RITCHIE, Chairman.

UNDER "THE MINING ACT, 1905."

APPLICATION FOR LICENSE FOR A BRANCH WATER-RACE.

To the Warden of the Otago Mining District, at Cromwell. PURSUANT to "The Mining Act, 1905," the undersigned, Thomas Wood, of Lowburn, Miner, hereby applies for a license for a branch water-race as specified in the Schedule hereto, the course whereof has been duly marked out for the purpose.

Date and number of miner's right: 31st May, 1906; No. 57005.

Address for service: Care of A. M. Brodrick, Solicitor, Cromwell.

Dated at Cromwell, this 2nd day of June, 1906.

SCHEDULE.

Locality of the race and of its starting and terminal points: Commencing in water-race held under License No. 766, 5/9/01, in Fourth Northern Gully, Lowburn; thence in a southerly direction through Crown lands, 900 yards, to John Werner's occupation lease, going through same 150 yards; then through Crown lands, 50 yards, to Annie Partridge's freehold, Section 1, Block V, Cromwell District, going through same 100 yards; then through Crown lands, 500 yards, to applicant's freehold land, Sections 10 and 11, Block V, Cromwell District.

Length and intended course of race: 1,700 yards; north to south.

Points of intake: In water-race 766, 5/9/01.

Estimated time and cost of construction: Already constructed, except 50 yards through Werner's land. Time, 1 day; cost, £2.

Mean depth and breadth: 1 ft. deep, 2 ft. 6 in. wide.

Number of heads to be diverted: Four heads.

Purpose for which water is to be used: Irrigation and industrial pursuits.

Proposed term of license: To end of term of water-race 766, 5/9/01.

THOMAS WOOD
By his Solicitor, A. M. BRODRICK,
Applicant.

Precise time of filing of the foregoing application: 2nd June, 1906.

Time and place appointed for the hearing of the application and all objections thereto: Thursday, 5th July, 1906, at 11 a.m., in the Warden's Court, Cromwell.

Objections thereto must be filed in the Registrar's office and notified to applicant at least twenty-four hours before the day so appointed.

576 O. E. BOWLING,
Mining Registrar.

LAND TRANSFER ACT NOTICES.

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," and its amendments, unless caveat be lodged forbidding the same within one month from the date of the Gazette containing this notice.

4176. ROBERT BRASH YOUNG.—Part of a block of land situated at Otamatea, Kaipara, called Kaitara No. 1, containing 1,834 acres 2 roods 18 perches. Occupied by Applicant.

4316. ALEXANDER RICHARDSON DICKEY WATSON.—Lots 4 and 5 of Allotment 21, Section 2, in the Parish of Takapuna, containing 20 $\frac{1}{2}$ perches. Occupied by tenants.

4323. ALEXANDER BELL.—Allotment 154, Parish of Apata, containing 50 acres. Occupied by Applicant.

4324. ALEXANDER BELL.—Allotment 170, Parish of Apata, containing 50 acres. Occupied by Applicant.

Diagrams may be inspected at this office.

Dated this 2nd day of June, 1906, at the Lands Registry Office, Auckland.

569 EDWIN BAMFORD,
District Land Registrar.

APPLICATION having been made to me for the issue of a provisional certificate of title in the name of GEORGE WHITE, of Napier, Hawke's Bay, Hotelkeeper, for Lot 10, Deposited Plan 264, part of Suburban Section 20 of the Town of Dannevirke, being all the land comprised in Vol. 19, folio 122, of the Register-book, and evidence having been lodged with me of the loss of the original certificate of title, I hereby give notice that I will issue the provisional certificate as requested unless caveat be lodged forbidding the same on or before the 22nd day of June, 1906.

Dated this 31st day of May, 1906, at the Lands Registry Office, Napier.

568 THOS. HALL,
District Land Registrar.

NOTICE is hereby given that the several parcels of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," and its amendments, unless caveat be lodged forbidding the same on or before the 7th day of July, 1906.

3855. BENJAMIN CUMMINGS.—104 acres and 33 perches, parts Section 44, Porirua District. Occupied by Applicant.

3870. JAMES COLWAY.—74 acres and 12 perches, parts Section 36, Manaia Block, Wairarapa District. Occupied by Applicant.

Diagrams may be inspected at this office.

Dated this 6th day of June, 1906, at the Lands Registry Office, Wellington.

578 J. M. BATHAM,
District Land Registrar.

APPLICATION having been made to me to register a re-entry by ROBERT CHARLES EARLE, of Wanganui, Medical Practitioner, as Lessor under Memorandum of Lease No. 4697, affecting Section 211 and part of Section 210, Town of Wanganui, being part of the land comprised in certificate of title, Vol. 3, folio 236, of which THOMAS MITCHELL, of Wanganui, Butcher, is the registered Lessee, I hereby give notice that I will register the re-entry as requested unless caveat be lodged forbidding the same on or before the 7th day of July, 1906.

Dated this 6th day of June, 1906, at the Lands Registry Office, Wellington.

579 J. M. BATHAM,
District Land Registrar.

NOTICE is hereby given that the parcel of land hereinafter described will be brought under the provisions of "The Land Transfer Act, 1885," and its amendments, unless caveat be lodged forbidding the same within one month from the date of the Gazette containing this notice.

10275. HELEN BOAG.—8 acres and 6 perches, part of Rural Section 108, Block X, Christchurch Survey District. Occupied by Applicant.

Diagram may be inspected at this office.

Dated this 5th day of June, 1906, at the Lands Registry Office, Christchurch.

577 G. G. BRIDGES,
District Land Registrar.

PRIVATE ADVERTISEMENTS.

CANTERBURY COLLEGE.

ELECTION OF MEMBERS OF BOARD OF GOVERNORS.

IN pursuance of regulations under "The Canterbury College and Canterbury Agricultural College Act, 1896," I, Alexander Cracroft Wilson, Returning Officer, do hereby notify that the undermentioned persons have been duly elected Members of the Board of Governors of Canterbury College by the electors on the several electoral rolls:—

Elected by members of the General Assembly:
GEORGE JOHN SMITH.

Elected by graduates:
Very Reverend WALTER HARPER, M.A., and
ALFRED GEORGE TALBOT, M.A., M.B.C.M., M.R.C.S.

Elected by teachers:
THOMAS HUGHES, B.A.

Elected by School Committees:
THOMAS WILLIAM ROWE, M.A.

Elected by the Professorial Board:
WILLIAM IZARD, M.A., LL.M.

574 A. CRACROFT WILSON,
Returning Officer.

CITY OF AUCKLAND.

"THE MOTOR REGISTRATION ACT, 1905."

PUBLIC notice is hereby given that the Auckland City Council has, by resolution passed on the 25th day of May, 1906, decided that "The Motor Registration Act, 1905," be brought into force in the City of Auckland on and after the 2nd day of July, 1906.

Dated at Auckland, this 2nd day of June, 1906.

HENRY W. WILSON,
Town Clerk.

575

MACKENZIE COUNTY.

PUBLIC notice is hereby given that the Mackenzie County Council has, by resolution, decided to bring "The Motor Registration Act, 1905," into operation in the Mackenzie County, and that the date upon which the said Act is to be brought into operation in the said county is the 1st day of July, 1906.

R. L. BANKS,
Clerk, Mackenzie County Council.

County Office, Fairlie,
1st June, 1906.

573

THE following is the Scale of Charges for slaughtering at the Waihi Borough Abattoir, which has been registered, under No. Ab. 23, as the abattoir within the meaning of "The Slaughtering and Inspection Act, 1900," for the Borough of Waihi:—

	s.	d.
Large cattle	3	3 per head.
Calves	2	0
Pigs	2	6
Sheep or lambs	1	0
Cleaning tripe	0	6
Calves' head and trotters	1	0
Suckers under 20 lb.	1	0 each.

H. D. MORPETH,
Town Clerk.

Council Chambers, Waihi, 30th May, 1906.

567

In the matter of the James Freeman Company (Limited).

At an extraordinary general meeting of the shareholders of the above-named company, duly convened, and held at Christchurch, on the 28th day of May, 1906, the following extraordinary resolution was duly passed: "That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily"; and at the same meeting Mr. CECIL CLAUDE MORTON OLLIVIER, of Christchurch, Accountant, was appointed Liquidator for the purposes of such winding-up.

Dated this 29th day of May, 1906.

R. D. HARMAN,
Chairman.

570

In the matter of "The Companies Act, 1903," and of W. R. Cameron and Company (Limited).

NOTICE is hereby given that a petition for the winding-up of the above-named company by the Supreme Court was, on the 23rd day of May, 1906, presented to Mr. Justice Cooper, a Judge of the Supreme Court, by Thomas Edward Shiel, of Stafford Street, Dunedin, Auctioneer and Produce-merchant, a creditor of the said company. And the said petition is directed to be heard before a Judge of the said Court, at the Judge's Chambers, Supreme Court House, Dunedin, on Friday, the 15th day of June, 1906, at 11 o'clock in the forenoon; and any creditor or contributory of the said company desirous to oppose the making of an order for the winding-up of the said company under the above Act should appear at the time of hearing, by himself or his counsel, for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said company requiring the same by the undersigned on payment of the regulated charge for the same.

MONDY, SIM, AND STEPHENS,
Of 123 Princes Street, Dunedin,
Solicitors for the Petitioner.

571

PUBLIC NOTICE.

THE Partnership between the undersigned, carrying on business at Cameron Street, Whangarei, as Tailors and Mercers, has this day been dissolved by mutual consent. The business will be continued by the undersigned, Carl Johan Hjersman, who will collect all debts due to the partnership and pay all debts owing by the said partnership.

Dated this 23rd day of April, 1906.

CARL JOHAN HJERSMAN.
H. C. BULLOCK.

Witness—

T. H. Steadman, Solicitor, Whangarei.

540

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the Partnership hitherto carried on by us, the undersigned, at Ngapara, Oamaru, as Farmers, has been dissolved by mutual consent as from the 12th day of May, 1906.

YEO. T. SHAND.
PHILIP T. SHAND.

Witness to signature of Y. T. Shand—P. N. Aiken.
Witness to signature of P. T. Shand—F. T. Wright.

564

NOTICE is hereby given that the Partnership hitherto existing between the undersigned has this day been dissolved by mutual agreement, and as from this date all accounts and liabilities of the partnership will be paid by

THOMAS ALEXANDER BLACKLEY.
Dated this 1st day of June, 1906.

THOMAS DOWLING.
THOMAS BLACKLEY.

Witness to both signatures—J. F. Parsonson, Clerk to
B. L. Lane, Solicitor, Christchurch.

572

SCHOOL FOR DEAF-MUTES, SUMNER, NEAR CHRISTCHURCH.

Under the control and supervision of the Education Department.

Director: MR. G. VAN ASCH.

FOR Deaf Children of sound intellect. The pupils are taught to use and understand ordinary speech. The best age for entrance is between six and seven.

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Parents having dumb children between the ages of four and seven, and other persons desiring information with regard to the school, are invited to apply to

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Wellington.

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