

THE  
**NEW ZEALAND GAZETTE.**

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WELLINGTON, THURSDAY, JUNE 20, 1907.

*Additional Land set apart for Totoro Improved-farm Special Settlement, Taranaki Land District.*

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

IN pursuance of the powers and authorities conferred by the one-hundred-and-sixty-second section of "The Land Act, 1892," and of all other powers and authorities enabling me in this behalf, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby proclaim and declare that the land described in the Schedule hereto shall be and the same is hereby set apart and declared open for lease as part of the Totoro Improved-farm Special Settlement.

**SCHEDULE.**  
TARANAKI LAND DISTRICT.

Section.	Block.	Survey District.	Area.
6	IX	Totoro	A. R. P. 134 0 30

As the same is delineated on the plan marked L. and S. 51432a, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered 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 twelfth day of June, in the year of our Lord one thousand nine hundred and seven.

**ROBERT McNAB,**  
Minister of Lands.

GOD SAVE THE KING!

*Allocating Land reserved and taken for a Railway to the Purposes of a Road in the County of Mauriceville.*

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

WHEREAS the land mentioned in the Schedule hereto forms part of land reserved and taken for the purposes of the Wellington-Napier Railway (Kopuaranga Contract), and it is considered desirable to allocate such land to the purposes of a road:

And whereas it has been certified by the Minister for Railways that such land is not required for railway purposes: And whereas such land is situated in the County of Mauriceville, the local authority of which has assented to the issue of this Proclamation:

And whereas His Excellency the Governor is of opinion that the said local authority can conveniently construct and maintain the said road:

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 section one hundred and ninety-seven of "The Public Works Act, 1905," and of every other power and authority in anywise enabling me in this behalf, do hereby proclaim and declare that the land described in the Schedule hereof shall, upon the publication hereof in the *New Zealand Gazette*, become a road, and that the said road shall be under the control of the Mauriceville County Council, and shall be maintained by the said Council in like manner as other public highways are controlled and maintained by the said Council.

**SCHEDULE.**

ALL that area in the Wellington Land District, situated at Mauriceville Railway-station, containing 1 acre 1 rood 14 perches, more or less, being portions of Sections Nos. 78, 65, and 60 of Block I, Kopuaranga Survey District, and being bounded as follows: Commencing at a point at the junction of the western boundary of the Railway Reserve with the north-western side of the road in said Section No. 78; thence north-easterly by lines bearing 15° 55', 19° 05', 28° 50', 24° 31', and 21° 08', distances of 459 links, 409·3 links, 568 5 links, 310 4 links, and 1008·3 links respectively; and thence south-westerly by lines bearing

**ERRATUM.**—In Schedule to Proclamation closing Government road in Block XIV, Ngamatea Survey District, published in *New Zealand Gazette* No. 47, pages 1652-53, of 20th May, 1907, for "Tuakira 2B No. 2" read "Tauakira 2B No. 2."

199° 46', 208° 50', 199° 05', 195° 55', and 221° 47', distances of 162.4 links, 256.2 links, 398.1 links, 250.1 links, and 229.2 links respectively, to the commencing-point: as the same is more particularly delineated on the plan marked 15153, deposited in the office of the Minister for Railways, at Wellington, and thereon coloured purple.

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 eleventh day of June, in the year of our Lord one thousand nine hundred and seven.

ROBERT McNAB,  
Acting for Minister for Railways.

GOD SAVE THE KING!

*Land in Block X, Paritutu Survey District, taken for Scenery-preservation Purposes.*

(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," "The Scenery Preservation Act, 1903," and "The Scenery Preservation Amendment Act, 1906," for scenery-preservation purposes:

And whereas an agreement for the taking of the estate in fee-simple of the said land has been entered into, and it has been made to appear that such agreement is sufficient for the purposes intended to be effected thereby:

And whereas a plan has been prepared in duplicate showing accurately the position and extent of the said land, and the Minister for Public Works has recommended that this Proclamation should be issued:

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," "The Scenery Preservation Act, 1903," and "The Scenery Preservation Amendment Act, 1906," 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 scenery-preservation purposes as aforesaid. And it is hereby declared that this Proclamation shall take effect on and after the twenty-sixth day of June, one thousand nine hundred and seven.

SCHEDULE.

The parcels of land taken:—

Approximate Area of each of the Parcels of Land taken.	Being Portion of	Situated in Block No.	Situated in the Survey District of
A. R. P. 4 2 20	Section No. 158 (E.R.)	X	Paritutu.
1 0 0	Section No. 158 (E.R.)	X	Paritutu.
11 0 0	Section No. 158 (E.R.)	X	Paritutu.
14 1 20	Section No. 158 (E.R.)	X	Paritutu.
9 2 20	Waiwakaiho River bed	X	Paritutu.

All in the Land District of Taranaki; as the same are more particularly delineated on the plan marked P.W.D. 22658, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured purple.

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 twelfth day of June, in the year of our Lord one thousand nine hundred and seven.

JAMES MCGOWAN,  
For Minister for Public Works.  
GOD SAVE THE KING!

*Land in Block IX, Kaitawa Survey District, taken for the Purposes of a Post-office.*

(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," for the purposes of a post-office:

And whereas an agreement for the taking of the estate in fee-simple of the said land has been entered into, and it has been made to appear that such agreement is sufficient for the purposes intended to be effected thereby:

And whereas a plan has been prepared in duplicate showing accurately the position and extent of the said land, and the Minister for Public Works has recommended that this Proclamation should be issued:

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 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 the purposes of a post-office as aforesaid; and it is hereby declared that this Proclamation shall take effect on and after the twenty-eighth day of June, one thousand nine hundred and seven.

SCHEDULE.

The parcel of land mentioned hereunder:—

Approximate Area of the Parcel of Land taken.	Being	Situated in Block No.	Situated in the Survey District of
A. R. P. 0 0 1	Section No. 4 (Parata Township)	IX	Kaitawa.

In the Land District of Wellington; as the same is more particularly delineated on the plan marked P.W.D. 22773, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, 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 fourteenth day of June, in the year of our Lord one thousand nine hundred and seven.

JAMES MCGOWAN,  
For Minister for Public Works.

GOD SAVE THE KING!

*Lands taken for a Road in Blocks XV and XVI, Hapuakohe Survey District, Kirikiriroa Road District, Waikato County.*

(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, for the purpose of a road in Blocks XV and XVI, Hapuakohe Survey District, Waikato County:

And whereas the Kirikiriroa Road Board 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 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 the purposes of the said road.

SCHEDULE.

Approximate Area of the Parcels of Land required to be taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 4 0 12	318	XVI	Hapuakohe	R. 8840	Purple.
2 1 16.6	318, 319	XV, XVI	"	"	Pink.
9 2 1	319	XV, XVI	"	"	"
2 2 14.8	320	XV	"	"	Purple.
2 1 10	320	"	"	"	Pink.

All in the Auckland 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 fourteenth day of June, in the year of our Lord one thousand nine hundred and seven.

JAMES MCGOWAN,  
For Minister for Public Works.

GOD SAVE THE KING!

Lands taken for a Road through Blocks XV, Waipu, and IV, Otamatea Survey Districts, Mangawai Road 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, for the purpose of a road in Waipu and Otamatea Survey Districts:

And whereas the Mangawai Road Board has laid before the Governor the 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 of all 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 the purposes of the said road.

SCHEDULE.

Approximate Area of the Parcels of Land taken.	Being Portion of Sect. on No.	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 2 13	68	XV	Waipu ..	R. 8654	Pink.
3 3 38.2	67	"	" ..	"	Blue.
1 0 22.2	66	IV	Otamatea	"	"
1 2 33	63 & N. 64	"	" ..	"	Pink.
2 1 33.6	S. 64	"	" ..	"	Blue.
3 1 22.4	N. 19	"	" ..	"	Purple.
1 0 3	60	"	" ..	"	Yellow.
3 0 23.2	57 & 58	"	" ..	"	Purple.
2 2 2.6	59	"	" ..	"	Pink.

All in the Auckland 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 fourteenth day of June, in the year of our Lord one thousand nine hundred and seven.

JAMES MCGOWAN,  
For Minister for Public Works.

GOD SAVE THE KING!

Native Land in Rarete Survey District taken for Scenery-preservation Purposes.

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-seventh day of May, 1907.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the land mentioned in the Schedule hereto is Native land and is required to be taken for scenery-preservation purposes:

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

Now, therefore, 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 proclaim and declare that the land shown upon such map, and described in the Schedule hereto, is hereby taken for scenery-preservation purposes as aforesaid; and the said land shall vest in His Majesty the King as from the fourth day of July, one thousand nine hundred and seven.

SCHEDULE.

The parcels of land mentioned hereunder:—

Approximate Area of each of the Parcels of Land taken.	Being Portion of	Coloured on Plan	Situated in Block No.	Situated in the Survey District of
A. R. P. 3 3 14	Te Autumutu Block	Brown	X	Rarete.
2 3 37	Te Autumutu Block	Brown	X	Rarete.
14 2 0	Te Autumutu Block	Red ..	X	Rarete.
0 0 23	Te Autumutu Block	Green	X	Rarete.
6 1 24	Te Autumutu Block	Red ..	X	Rarete.

All in the Land District of Wellington; as the same are more particularly delineated on the plan marked P.W.D. 22569, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured as above.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

*Native Land in Block III, Awakino East Survey District, taken for Scenery-preservation Purposes.*

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this twenty-seventh day of May, 1907.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the land mentioned in the Schedule hereto is Native land and is required to be taken for scenery-preservation purposes :

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

Now, therefore, 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 declare that the land shown upon such map, and described in the Schedule hereto, is hereby taken for scenery-preservation purposes as aforesaid ; and the said land shall vest in His Majesty the King as from the fourth day of July, one thousand nine hundred and seven.

SCHEDULE.

The parcel of land mentioned hereunder :—

Approximate Area of the Parcel of Land taken.	Being	Situated in Block No.	Situated in the Survey District of
A. R. P. 155 0 32	Section No. 1 ..	III	Awakino East.

In the Land District of Auckland; as the same is more particularly delineated on the plan marked P.W.D. 22744, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured red.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

*Native Land in Block V, Wangaehu Survey District, taken for the Purposes of a Public School.*

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this fourth day of June, 1907.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the land mentioned in the Schedule hereto is Native land and is required to be taken for the purposes of a public school :

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

Now, therefore, 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, by and with the advice and consent of the Executive Council of the said colony, doth hereby proclaim and declare that the land shown upon such map, and described in the Schedule hereto, is hereby taken for a public school as aforesaid, and shall, as from the date hereinafter specified, vest in the Education Board of the District of Wanganui ; and it is hereby declared that this Order in Council shall take effect as from the fourth day of July, one thousand nine hundred and seven.

SCHEDULE.

The parcel of land mentioned hereunder :—

Approximate Area of the Parcel of Land taken.	Being Portion of	Situated in Block No.	Situated in the Survey District of
A. R. P. 2 0 0	Kauangaroa Block (N.R.)	V	Wangaehu.

In the Land District of Wellington; as the same is more particularly delineated on the plan marked P.W.D. 22681, deposited in the office of the Minister for Public Works, at Wellington, in the Provincial District of Wellington, and thereon coloured red.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

*Native Land proposed to be taken for a Gravel-pit in Owhatiura South Block, Block I, Tarawera Survey District.*

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this seventh day of June, 1907.

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 gravel pit in Owhatiura South Block, Block I, Tarawera 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 in 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 purposes of the said gravel-pit ; and the said land shall vest in His Majesty the King as from the twenty-fifth day of July, one thousand nine hundred and seven.

SCHEDULE.

Approximate Area of Land required to be taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 6 1 22.9	Owhatiura South Block	I	Tarawera	R. 465	Pink border.

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.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

*Declaring the Approach Road to Wai-iti Railway-station, in the County of Waimea, to be a Road.*

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this eleventh day of June, 1907.

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, by and with the advice and consent of the Executive Council of the said colony, doth hereby order that the road known

as the Approach Road to the Wai-iti Station, on the Nelson-Greymouth Railway, situated in the County of Waimea, and described in the Schedule hereto, and which said road has hitherto been a Government road within the meaning of the said Act, shall, on and after the date of this Order in Council, become a road under the control and management of the Waimea County Council.

#### SCHEDULE.

ALL that parcel of land in the Provincial District of Nelson, containing 3 roods 37 perches, more or less, situated in the District of Waimea South, being part of Section 152, Block XVI, Wai-iti Survey District, and being the Approach Road to the Wai-iti Station, on the Nelson-Greymouth Railway, and being bounded as follows: Commencing at a point on the north-western boundary of the Wai-iti Station Reserve, distant 39 links north-easterly from the western-most corner of the said station reserve; thence north-easterly by a straight line, a distance of 167 links; thence north-westerly by straight lines, distances of 63 links and 1148 links respectively; again north-easterly by a straight line, a distance of 72 links; thence south-westerly following the south-east side of the main road, a distance of 175 links; thence south-easterly by straight lines, distances of 69 links and 1163 links respectively; and thence southerly by a straight line, a distance of 78 links, to the commencing-point: as the same is more particularly delineated upon the plan marked 15323, deposited in the office of the Minister for Railways, at Wellington, and thereon coloured purple.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

#### Regulations under "The Sea-fisheries Act, 1894."

PLUNKET, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, this seventeenth day of June, 1907.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by "The Sea-fisheries Act, 1894" (hereinafter termed "the said Act"), it is, amongst other things, enacted that the Governor in Council may from time to time make regulations for the purposes therein mentioned, which shall have general force and effect throughout the colony, or particular force and effect only in any waters or places specified therein:

And whereas it is expedient to make the regulations hereinafter set forth with respect to the taking of whitebait in the County of Westland:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in pursuance and exercise of the powers conferred upon him by the said Act, and by and with the advice and consent of the Executive Council of the said colony, doth hereby make the following regulations, and with the like advice and consent doth order that these regulations shall take effect on and after the publication thereof in the *New Zealand Gazette* :—

#### REGULATIONS.

1. No whitebait set-net used in the waters within the County of Westland shall be placed at a less distance from another set-net than 2 chains.

2. Any person committing a breach of the above regulations shall be liable to a penalty not exceeding £10.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

#### Prohibiting Net-fishing in Portion of Otago Harbour.

PLUNKET, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, this seventeenth day of June, 1907.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the fifth section of "The Sea-fisheries Act, 1894" (hereinafter termed "the said Act"), it is enacted that the Governor in Council may from time to time make regulations, which shall have general force and effect throughout the colony, or particular force and effect only in any waters or places specified therein, for, amongst other things, prescribing conditions and restrictions for the regulation of fishing and taking of fish, and for prohibiting the use of any particular tackle or apparatus for taking any fish:

And whereas it is desirable to prohibit the taking of fish by means of nets in the upper portion of the Otago Harbour hereinafter described:

Now, therefore, His Excellency the Governor of the Colony of New Zealand, in exercise of the power and authority conferred by the said Act, and of all other powers and authorities enabling him in that behalf, and acting by and with the advice and consent of the Executive Council of the said colony, doth hereby make the following regulations for the purposes of the said Act, and doth hereby further order that the same shall come into force from and after the date hereof:—

#### REGULATIONS.

1. No person shall haul or use a net for the purpose of taking fish in that portion of Otago Harbour on the upper side of a line drawn from the north-eastern end of the Ravensbourne Railway-station on the western side of the harbour to the north-eastern end of Macandrew's Wharf on the eastern side of the harbour.

2. Any person committing a breach of clause 1 of these regulations is liable to a penalty of not less than £1 and not exceeding £20.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

#### Recreation Reserves in Auckland Land District brought under "The Public Domains Act, 1881."

PLUNKET, Governor.

#### ORDER IN COUNCIL.

At the Government House, at Wellington, this seventeenth day of June, 1907.

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 reserves for recreation in the Auckland Land District described in the Schedule hereto shall be and the same are hereby brought under the operation of and declared to be subject to the provisions of "The Public Domains Act, 1881"; and such reserves shall hereafter be known as Te Kuiti Domain, and be managed, administered, and dealt with in manner directed by the said Act.

#### SCHEDULE.

##### TE KUITI DOMAIN.

ALL that area in the Auckland Land District, containing by admeasurement 3 acres 2 roods, more or less, being Section No. 31, Block III, Otanake Survey District. Bounded towards the north-east by Sections Nos. 29 and 30, 567.6 links; towards the south-east by the Pukenui No. 2A Block, Section No. 19, 629.9 links; towards the south-west by the Te Kuiti Main Road, 555.3 links; and towards the north-west by the Mangarino Road, 584.1 and 47.4 links: be all the aforesaid linkages more or less: as the same is delineated on the plan marked S.G. 53073/11A, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red.

Also all that area in the Auckland Land District, containing by admeasurement 1 acre 3 roods 33 perches, more or less, being Section No. 30, Block III, Otanake Survey District. Bounded towards the north-east by a public road along the Mangaokewa River, 356.2 links; towards the south-east by the Pukenui No. 2A Block, Section 19, 564.7 links; towards the south-west by Section No. 31, 355.6 links; and towards the north-west by Section No. 29, 587.1 links: be all the aforesaid linkages more or less: as the same is delineated on plan marked S.G. 53073/11B, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red.

Also all that area in the Auckland Land District, containing by admeasurement 1 acre and 5 perches, more or less, being Section No. 29, Block III, Otanake Survey District. Bounded towards the north by a public road along the Mangaokewa River, 384.5 links; towards the south-east by Section No. 30, 537.1 links; towards the south-west by Section No. 31, 212 links; and towards the north-west by the Mangarino Road, 278.2 links: be all the aforesaid linkages more or less: as the same is delineated on plan marked S.G. 53073/11C, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red.

J. F. ANDREWS,  
Acting Clerk of the Executive Council.

*Authorising the Exchange of a Portion of a Reserve in the Southland Land District for other Land.*

PLUNKET, Governor.

ORDER IN COUNCIL.

At the Government House, at Wellington, this seventeenth day of June, 1907.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the land mentioned in the first column of the Schedule hereto forms part of a reserve heretofore duly set apart for an endowment for educational institutions: And whereas, in the opinion of the Governor, it is expedient to exchange the said land for that described in the second column of the Schedule hereto:

Now, therefore, 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, and in exercise of the powers and authorities vested in him by the third section of "The Public Reserves Act Amendment Act, 1889," doth hereby declare that the said reserve described in the first column of the Schedule hereto may be exchanged for the land described in the second column of the Schedule hereto.

SCHEDULE.

Description of Portion of Reserve authorised to be exchanged.	Description of Land to be obtained in Exchange therefor.
All that area in the Southland Land District, containing by estimation 275 acres, being Sections No. 1, Block I, and No. 1, Block II, Manapouri Survey District. Bounded towards the north by Lake Te Anau to the Waiau River; towards the west by the east bank of that river to peg No. xliii, on survey plan No. 51, Manapouri District; towards the south by lines bearing 273° 36' for a distance of 275.7 links and 119° for a distance of 1209.3 links respectively; and towards the east by a line due north to Lake Te Anau afore-said: be all the aforesaid linkages more or less: as the same is delineated on the plan marked S.G. 54074/11, deposited in the Head Office, Department of Lands, at Wellington, and thereon coloured red.	All that area in the Southland Land District, containing by estimation 1,100 acres, situated in Blocks V and VI, Te Anau Survey District. Commencing at the south-eastern corner of Section No. 1, Block IV, in the said survey district: bounded towards the south by a line running due east for a distance of 46000 links, or thereabouts, to the edge of the forest; towards the east by the edge of the forest for a distance of 2400 links or thereabouts; towards the north by a line running due west till it strikes the eastern boundary of said Section No. 1, Block IV; and towards the west by that boundary to the commencing-point: be all the aforesaid linkages more or less: as the same is delineated on the plan marked S.G. 54074/11, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red.

J. F. ANDREWS,  
Acting Clerk of the Executive Council

*Warrant vesting Control of the Mangahao-Marima Bridge at Marima in the Pahiataua County Council, and apportioning the Cost of Maintenance of the same between the Eketahuna and Pahiataua County Councils.*

PLUNKET, Governor.

WHEREAS by section one hundred and nineteen of "The Public Works Act, 1905" (hereinafter called "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 authorities, and, if so, by what local authority or authorities; 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 power 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 known as the Mangahao-Marima Bridge, together with the approaches and protective works thereto, as described in the Schedule hereto (and hereinafter referred to as "the said bridge"), shall, from and after the date of this Warrant, be under the exclusive care and control and management of the Pahiataua County Council; and, in further pursuance and exercise of the aforesaid powers and authorities, I do hereby fix and determine that the cost of maintaining, repairing, improving, or reconstructing the said bridge, with the approaches thereto and protective works, shall be borne by the Council of the County of Pahiataua in the proportion of eight-ninths of the said cost, and by the Eketahuna County Council in the proportion of one-ninth of the said cost respectively.

And I do also further direct that any contribution hereby required to be made as aforesaid by the Council of the County of Eketahuna 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 Pahiataua, 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 Mangahao River, in the Land District of Wellington, together with the approaches thereto and protective works thereof, in Block X, Mangahao Survey District; as the site of the same is more particularly delineated on the plan marked R. 966, deposited in the office of the Chief Engineer of Roads, at Wellington, in the Wellington Land District.

As witness the hand of His Excellency the Governor, this thirtieth day of May, one thousand nine hundred and seven.

JAMES MCGOWAN,  
For Minister for Public Works.

*Lands temporarily reserved in the Wellington Land District.*

PLUNKET, Governor.

WHEREAS by the two-hundred-and-thirty-fifth section of "The Land Act, 1892," it is enacted that the Governor may from time to time, either by general or particular description, and whether the same has been surveyed or not, reserve from sale temporarily, notwithstanding that the same may be then held under pastoral license, any Crown lands which in his opinion are required for any of the purposes in the said section mentioned:

Now, therefore, I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, in exercise and pursuance of the powers and authorities vested in me by the said Act, do hereby temporarily reserve from sale the lands in the Wellington Land District described in the Schedule hereunder written, for the purposes in the said Schedule specified at the end of the respective descriptions of the lands so intended to be temporarily reserved.

SCHEDULE.

ALL that area in the Wellington Land District, containing by admeasurement 1 acre 2 roods, more or less, being Section No. 27, Mataroa Township (Suburban). Bounded towards the north-west by Kakariki Road; towards the north-east by Suburban Section No. 28; towards the south-east by Suburban Sections Nos. 29, 31, and 32; and towards the south-west by Suburban Section No. 26; as the same is delineated on the plan marked S.G. 56700/5, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red. For a site for a public cemetery.

All that area in the Wellington Land District, containing by admeasurement 59 acres 1 rood, more or less, being Section No. 1A, Block V, Ruahine Survey District. Bounded towards the north-west generally by the Rangitane Road; towards the north-east by Crown lands; towards the south-east generally by the Kawatau River bank Reserve; and towards the south-west by Section No. 2A of the said Block V; as the same is delineated on the plan marked S.G. 53267/10A, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red. For forest and scenery.

All that area in the Wellington Land District, containing by admeasurement 23 acres, more or less, being Section No. 2A, Block V, Ruahine Survey District. Bounded towards the north-west by Rangitane Road; towards the north-east by Section No. 1A of the said Block V; and towards the south-east and south-west generally by the Kawatau River-bank Reserve; as the same is delineated on the plan marked S.G. 53267/10A, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red. For forest and scenery.

All that area in the Wellington Land District, containing by admeasurement 8 acres, more or less, being Section No. 2B, Block V, Ruahine Survey District, situated at the junction of the Kawatau River and the Hikurangi Stream. Bounded towards the east, north, and west generally by the Kawatau River-bank Reserve; and towards the south by the Upper Kawatau Road; as the same is delineated on the plan marked S.G. 53267/10B, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red. For forest and scenery.

All that area in the Wellington Land District, containing by admeasurement 1,501 acres, more or less, being Section No. 8, Block VI, Kaitieke Survey District. Bounded towards the north-east by Section No. 7 of the said Block VI; towards the south-east by Oio No. 2 Road; towards the south-west by Section No. 5 of the said block; and towards the north-west by Kawautahi Native Reserve; as the same is delineated on the plan marked S.G. 57127/1, deposited in the Head Office, Department of Lands, at Wellington, and thereon bordered red. For the growth and preservation of timber.

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

ROBERT McNAB,  
Minister of Lands.

*Notifying Lands in Southland 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 twenty-first day of August, one thousand nine hundred and seven, 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.

SOUTHLAND LAND DISTRICT.

Section.	Block.	Area.	Upset Price.
TOWN OF WAIKAKA.			
<i>Town Land.</i>			
6	VIII	A. R. P. 0 1 0	£ s. d. 5 0 0
NEW RIVER HUNDRED.			
<i>Rural Land.</i>			
31	XV	164 0 0	82 0 0

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

ROBERT McNAB,  
Minister of Lands.

*Rural Lands in Otago Land District open for Selection on Lease in Perpetuity.*

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 selection on and after the twenty-first day of August, one thousand nine hundred and seven; and also that the lands mentioned in the said Schedule may be selected on lease in perpetuity only, in accordance with the provisions of section one hundred and twenty-one of the said Act, as they contain, or are supposed to contain, metals, minerals, or valuable stone; and I do hereby also fix the prices at which the said lands shall be leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be leased under and subject to the provisions of "The Land Act, 1892."

SCHEDULE.

OTAGO LAND DISTRICT.—TAIERI COUNTY.—MOUNT HYDE SURVEY DISTRICT.

*Second-class Land.*

Section	Block.	Area	Lease in Perpetuity: Rent, 4 per Cent.	
			Rent per Acre per Annum.	Half-yearly Rent
15 & 16 18	V VI	A. R. P. 1028 2 23	s. d. 0 8	£ s. d. 17 10 0

Weighted with £515 7s., valuation for improvements, consisting of four-roomed house, outhouses, woodshed, and stable, and 501 chains of fencing.

Open land of fair quality; almost the whole area has been cultivated; well watered. Situated about a mile from a school, about five miles from Hindon Railway-station, and about twelve miles from Outram.

17 to 19 20	V VI	1180 2 17	4	10 0 0
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Weighted with £110 12s., valuation for improvements, consisting of 316 chains of fencing.

Open land of fair quality, somewhat broken by deep gullies, but nearly all arable; good aspect. Situated about a mile and a half from a school, about six miles from Hindon Railway-station, and about eleven miles from Outram.

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

ROBERT McNAB,  
Minister of Lands.

*Rural Land in Southland Land District open for Selection on Lease in Perpetuity.*

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 land described in the Schedule hereto shall be open for selection on and after the twenty-first day of August, one thousand nine hundred and seven; and also that the land mentioned in the said Schedule may be selected on lease in perpetuity only, in accordance with the provisions of section one hundred and twenty-one of the said Act, as it contains, or is supposed to contain, metals, minerals, or valuable stone; and I do hereby also fix the price at which the said land shall be leased, as mentioned in the said Schedule hereto, and do declare that the said land shall be leased under and subject to the provisions of "The Land Act, 1892."

## SCHEDULE.

SOUTHLAND LAND DISTRICT.—LAKE COUNTY.—EYRESIDE SURVEY DISTRICT.

## First-class Land.

Section.	Block.	Area.	Lease in Perpetuity: Rent, 4 per Cent.	
			Rent per Acre per Annum.	Half-yearly Rent.
1	II	A. R. P. 10 0 0	s. d. 2 0	£ s. d. 0 10 0

Weighted with £570, valuation for dwellinghouse, woolshed, shearers' hut, sheep-yards, fencing, &c.

Situated about seven miles from Fairlight Railway-station. Soil good but stony; well watered. Access by unformed road.

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

ROBERT McNAB,  
Minister of Lands.

## Trustee for the Owaka Public Cemetery appointed.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities vested in me by the sixth section of "The Cemeteries Act, 1882," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint

THOMAS LATTA

to be a Trustee, in the place of Glasgow Logan, left the colony, to provide for the maintenance and care of the Owaka Public Cemetery, in conjunction with the other persons previously appointed by His Excellency the Governor.

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

ROBERT McNAB,  
Minister of Lands.

## Trustees for the Rangataua Public Cemetery appointed.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities vested in me by the sixth section of "The Cemeteries Act, 1882," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint

WILLIAM WILSON KERR, J.P.,  
JAMES DOBBS, and  
LOFTUS BOYD

to be Trustees, in the place of Alexander John Ross, Albert John Gibbs, and William McLeod, removed from the district, to provide for the maintenance and care of the Rangataua Public Cemetery, in conjunction with the other persons previously appointed by His Excellency the Governor.

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

ROBERT McNAB,  
Minister of Lands

## Trustee for the Lepperton Public Cemetery appointed.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities vested in me by the sixth section of "The Cemeteries Act, 1882," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby appoint

FRANCIS WILLIAM ATKINSON

to be a Trustee, in the place of Robert Gaskill Storey, left the colony, to provide for the maintenance and care of the

Lepperton Public Cemetery, in conjunction with the other persons previously appointed by His Excellency the Governor.

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

ROBERT McNAB,  
Minister of Lands.

## Revoking Appointment of Trustees of the Makarewa Public Cemetery.

PLUNKET, Governor.

IN pursuance and exercise of the powers and authorities vested in me by the sixth section of "The Cemeteries Act, 1882," I, William Lee, Baron Plunket, the Governor of the Colony of New Zealand, do hereby revoke the Warrant dated the twenty-second day of February, one thousand eight hundred and eighty-seven, and published in *Gazette* No. 13, of the third day of March, one thousand eight hundred and eighty-seven, appointing Trustees to provide for the maintenance and care of the Makarewa Public Cemetery.

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

ROBERT McNAB,  
Minister of Lands.

## Inspector of Weights and Measures, County of Hawke's Bay &amp;c., appointed.

Colonial Secretary's Office,  
Wellington, 6th June, 1907.

HIS Excellency the Governor has been pleased to appoint

Constable CHARLES ALFRED EDWIN SNOW

to be an Inspector of Weights and Measures under "The Weights and Measures Act, 1903," for the Counties of Hawke's Bay, Patangata, and Wairoa, and for the Boroughs of Napier and Hastings, *vice* Constable John Robert Esson.

JOHN G. FINDLAY,  
Colonial Secretary.

## Deputy Registrar of Marriages, &amp;c., appointed.

Colonial Secretary's Office,  
Wellington, 14th June, 1907.

HIS Excellency the Governor has been pleased to appoint

MURIEL SEYMOUR

to be the Deputy of the Registrar of Marriages and of Births and Deaths for the District of Kaponga.

JOHN G. FINDLAY,  
Colonial Secretary.

## Resident Engineer appointed.

Public Works Department,  
Wellington, 14th June, 1907.

HIS Excellency the Governor has been pleased to appoint

JOHN HERBERT LEWIS

to be Resident Engineer at Broken River; the appointment to date from 1st June, 1907.

JAMES MCGOWAN,  
For Minister for Public Works.



*Shorthand Reporter appointed.*

Department of Justice,  
Wellington, 11th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

LUCY ESTHER JOSEPHINE HART,

of Christchurch, to be a Shorthand Reporter under "The Shorthand Reporters Act, 1900."

JAMES MCGOWAN.

*Cadet appointed.*

Department of Justice,  
Wellington, 19th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

PATRICK CORCORAN

to be a cadet in the Magistrate's and Warden's Courts at Cromwell, from the 17th day of June, 1907.

JAMES MCGOWAN.

*Clerks of Courts, &c., appointed.*

Department of Justice,  
Wellington, 19th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

JOHN NELSON NALDER

to be Clerk of the District, Magistrate's, and Warden's Courts, and Receiver of Gold Revenue and Mining Registrar, at Hokitika, from the 23rd day of May, 1907, *vice* J. N. Stenhouse, transferred;

GEORGE HENRY SHERWOOD

to be Clerk of the District Court at Kumara, and Clerk of the Magistrate's and Warden's Courts and Receiver of Gold Revenue and Mining Registrar at Kumara and Greenstone, from the 7th day of June, 1907, *vice* J. N. Nalder, transferred;

BENSON HENRY WYMAN

to be a Clerk in the Supreme, District, and Magistrate's Courts at Wanganui, from the 1st day of June, 1907, *vice* D. W. Mason, transferred;

Constable GEURT THOMASSEN

to be Clerk of the Magistrate's Court at Brunton, from the 10th day of June, 1907, *vice* Constable J. V. Glass, transferred; and

Constable CLEMENT ALEXANDER CLARKE

to be Clerk of the Magistrate's Court at Raetihi, from the 1st day of June, 1907, *vice* Constable F. Pidgeon, transferred.

JAMES MCGOWAN.

*Clerk of Licensing Committee appointed.*

Department of Justice,  
Wellington, 19th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

JOHN NELSON NALDER

to be Clerk of the Licensing Committee for the District of Westland, from the 23rd day of May, 1907, *vice* J. N. Stenhouse, transferred.

JAMES MCGOWAN.

*Justice of the Peace resigned.*

Department of Justice,  
Wellington, 11th June, 1907.

**H**IS Excellency the Governor has been pleased to accept the resignation by

WILLIAM LENNOX, Esq.,

of Mokau, of his appointment as a Justice of the Peace for the Colony of New Zealand.

JAMES MCGOWAN.

*Officers appointed under "The Immigration Restriction Act, 1899."*

Department of Trade and Customs,  
Wellington, 18th June, 1907.

**H**IS Excellency the Governor in Council has been pleased to appoint the undermentioned persons to be officers to carry out the provisions of "The Immigration Restriction Act, 1899":—

*Port of Nelson:*

THOMAS MICHAEL CULLEN, *vice* Alfred Carter, deceased.

*Port of Oamaru:*

HORACE WILLIAM SAMUEL RUFFELL, *vice* Thomas Michael Cullen, transferred.

*Port of Auckland:*

WILLIAM GORDON DONALDSON GRANT, *vice* Henry Parker, retired.

J. A. MILLAR,  
Minister of Customs.

*Inspector of Factories appointed.*

Department of Labour,  
Wellington, 17th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

Constable GEURT THOMASSEN

to be an Inspector under "The Factories Act, 1901." The appointment is dated 17th June, 1907.

J. A. MILLAR,  
Minister of Labour.

*Member of Hampden Bush (Hawke's Bay) Domain Board appointed.*

Department of Lands,  
Wellington, 12th June, 1907.

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

WALTER ERNEST INGRAM

to be a member of the Hampden Bush (Hawke's Bay) Domain Board, in the place of George Parkinson, resigned.

ROBERT McNAB,  
Minister of Lands.

*Trustee of Kanieri Public Hall, Public Library, Reading-room, and School of Mines Site appointed.*

Department of Lands,  
Wellington, 12th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

JAMES CHARLES FREE, of Kanieri, Butcher,

to be a Trustee of the public hall, public library, reading-room, and school of mines site (Reserve 101), Town of Kanieri, in the place of Thomas Burns, deceased.

ROBERT McNAB,  
Minister of Lands.

*Trustee of Mauku Public Cemetery resigned.*

Department of Lands,  
Wellington, 12th June, 1907.

**H**IS Excellency the Governor has been pleased to accept the resignation of

HEYWOOD CRISPE

as a Trustee of the Mauku Public Cemetery.

ROBERT McNAB,  
Minister of Lands.

*Member of Limehills Domain Board appointed.*

Department of Lands,  
Wellington, 14th June, 1907.

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

JAMES CAMPBELL

to be a member of the Limehills Domain Board, in the place of Henry McLean, retired.

ROBERT McNAB,  
Minister of Lands.

*Cadets appointed.—Notice No. 1124.*

Department of Agriculture,  
Wellington, 19th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

STANLEY HUSTLER HUNTINGTON and  
ARTHUR MILNE GILL

to be cadets in the Civil Service of the Government of New Zealand (Department of Agriculture) in terms of "The Civil Service Reform Act, 1886"; the appointments to date from 20th and 23rd May, 1907, respectively.

ROBERT McNAB,  
Minister for Agriculture.

*Inspector of Stock, &c., appointed.—Notice No. 1125.*

Department of Agriculture,  
Wellington, 19th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

ALEXANDER ALLAN CLAPCOTT

to be an Inspector of Stock in terms of "The Civil Service Reform Act, 1886," and an Inspector under "The Slaughtering and Inspection Act, 1900"; the appointments to date from 1st June, 1907.

ROBERT McNAB,  
Minister for Agriculture.

*Deputy Inspector of Asylums, Hospitals, and Licensed Houses appointed.*

Mental Hospitals Department,  
Wellington, 18th June, 1907.

**H**IS Excellency the Governor has been pleased to appoint

JAMES ARTHUR FLESHER, Esq.,

to be a Deputy Inspector of Asylums, Hospitals, and Licensed Houses for the Colony of New Zealand under "The Lunatics Act, 1882."

GEO. FOWLDS.

*Volunteer Officers resigned.*

Defence Office,  
Wellington, 14th June, 1907.

**H**IS Excellency the Governor has been pleased to accept the resignation of the commissions held by the under-mentioned officers:—

*No. 6 Company, New Zealand Engineer Volunteers (Wellington Submarine Mining Volunteers).*

Lieutenant Cecil Watson Palmer. Date of resignation, 28th May, 1907.

*South Canterbury Mounted Rifle Volunteers.*

Captain William Nathaniel Carlon Bond. Date of resignation, 25th March, 1907.

*Taranaki Rifle Volunteers.*

Captain Frederick William Okey. Date of resignation, 16th May, 1907.

ROBERT McNAB,  
Acting Minister of Defence.

*Volunteer Officer resigned, and posted to Active List, New Zealand Volunteers.*

Defence Office,  
Wellington, 14th June, 1907.

**H**IS Excellency the Governor has been pleased to accept the resignation of the commission held by

Captain (Adjutant) WILLIAM JESSE REEVE, 5th Battalion, Wellington (Centre or Ruahine) Rifle Volunteers,

and to approve that his name be placed on the Active List (Unattached), New Zealand Volunteers, with rank of Captain, and with effect from 7th May, 1907.

ROBERT McNAB,  
Acting Minister of Defence.

*Defence Rifle Cadet Volunteer Corps disbanded.*

Defence Office,  
Wellington, 14th June, 1907.

**H**IS Excellency the Governor has been pleased to approve, under clause 39, (3), of "The Defence Act, 1886," of the disbandment of the undermentioned Volunteer corps:—

*Denniston Defence Rifle Cadet Volunteers,*  
with headquarters at Denniston. Date of disbandment, 12th June, 1907.

ROBERT McNAB,  
Acting Minister of Defence.

*Award of the Meritorious Service Medal.*

Defence Office,  
Wellington, 14th June, 1907.

**H**IS Excellency the Governor has been pleased to approve, in accordance with paragraph 468, General Regulations of the Defence Forces of New Zealand, 1906, of the award of the Meritorious Service Medal to

No. 678, Regimental Sergeant-major GEORGE JOHN PARRELL, Royal New Zealand Engineers.

ROBERT McNAB,  
Acting Minister of Defence.

*Award of the Colonial Auxiliary Forces Long-service Medal.*

Defence Office,  
Wellington, 14th June, 1907.

**H**IS Excellency the Governor has been pleased to approve of the award of the Colonial Auxiliary Forces Long-service Medal to

No. 58, Colour-Sergeant EDWARD RADBURD, Temuka Rifle Volunteers,

he having a total service to 28th February, 1907, entitling him thereto of twenty years two hundred and seventy-one days.

ROBERT McNAB,  
Acting Minister of Defence.

*Fixing Date on which certain Returns under "The Fire Brigades Act, 1906," are to be furnished.*

Colonial Secretary's Office,  
Wellington, 15th June, 1907.

**P**URSUANT to section 13 of "The Fire Brigades Act, 1906," it is hereby notified that the returns showing the gross amount of the premiums received by fire-insurance companies during the year ended 31st December, 1906, shall be furnished to the Fire Boards concerned, in the manner prescribed by the said section, on or before the 15th day of July, 1907.

J. G. FINDLAY,  
Colonial Secretary.

*Special Order made by the Council of the Borough of Inglewood.*

The Treasury,  
Wellington, 14th June, 1907.

**T**HE following special order, made by the Inglewood Borough Council, is published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

JOHN G. FINDLAY,  
For Colonial Treasurer.

**BOROUGH OF INGLEWOOD.***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," and its amendments, the Council of the Mayor, Councillors, and Burgesses of the Borough of Inglewood hereby resolves as follows: That, for the purpose of providing the interest and other charges on a loan of £14,000, authorised to be raised by the Council of the Mayor, Councillors, and Burgesses of the Borough of Inglewood, under the above-mentioned Act, for providing a water-supply and a drainage and sewerage system to and for roading the Borough of Inglewood, and any other purpose incidental thereto, the said Council of the

Mayor, Councillors, and Burgesses of the Borough of Inglewood hereby makes and levies a special rate of 1½d. in the pound upon the rateable value (on the basis of the capital value) of all rateable property of the Borough of Inglewood; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the 30th day of September and the 31st day of March in each and every year during the currency of such loan, being a period of twenty-five years, or until the loan is fully paid off.

The above special order was passed at a special meeting of the said Council held on the 17th day of April, 1907, and was confirmed at an ordinary meeting held on the 22nd day of May, 1907.

The common seal of the Mayor, Councillors, and Burgesses of the Borough of Inglewood was affixed to the above-written special order in the presence of—

H. B. CURTIS,  
Mayor.  
G. W. BENNETT,  
Councillor.  
W. OGIER,  
Clerk.

(SEAL.)

*Special Order made by the Council of the County of Waipawa.*

The Treasury,  
Wellington, 15th June, 1907.

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

JOHN G. FINDLAY,  
For Colonial Treasurer.

WAIPAWA COUNTY COUNCIL.

Copy of a Resolution made by the Waipawa County Council on the 13th day of March, 1907, and confirmed on the 8th day of May, 1907.

THAT, in pursuance and exercise of the powers vested in it in that behalf by "The Local Bodies' Loans Act, 1901," the Waipawa 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 Waipawa County Council, under the above-mentioned Act, for the constructing of water-races with the Lindsay Water-race District, the said Waipawa County Council hereby makes and levies a special rate of 2½d. in the pound upon the rateable value of all rateable property of the Lindsay Water-race Special-rating District, comprising 800 acres of Block LXXXIII of the Ruataniwha Survey District; Sections 1, 2, and 3, Block IV, Ruataniwha Survey District; 200 acres of Section 19, Block VIII; and 200 acres of Section 21, Block VIII; and 300 acres of Section 22, Block VIII, of the Ruataniwha Survey District respectively; Sections 3 and 4, Block V; 200 acres of Section 5, Block V; 200 acres of Section 9, Block V; 200 acres of Section 12, Block V; and 50 acres of Section 18, Block V, of the Waipukurau Survey District respectively; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable on the 1st day of July 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.

I, Albert Edward Jull, Chairman of the Waipawa County Council, hereby certify that the above is a true copy of the resolution made by the Waipawa County Council on the 13th day of March, 1907, and confirmed on the 8th day of May, 1907.

A. E. JULL,  
Chairman, Waipawa County Council.

*Special Orders made by the Council of the Borough of Kumara.*

The Treasury,  
Wellington, 17th June, 1907.

THE following special orders, made by the Kumara Borough Council, are published in accordance with the provisions of "The Local Bodies' Loans Act, 1901."

JOHN G. FINDLAY,  
For Colonial Treasurer.

BOROUGH OF KUMARA.

*Teremakau Traffic-bridge.—Loan of £1,300.—Special Order.*

RESOLVED, That, in pursuance and in exercise of the powers vested in it by "The Public Works Act, 1905," "The Local Bodies' Loans Act, 1901," and amendments, and all other statutes enabling it in that behalf so to do, the Council of the Borough of Kumara hereby resolves (by way of special order) to borrow the sum of £1,300, such loan to be used for the purpose of providing the Council's proportion of the cost of reconstructing the Teremakau Traffic-bridge on the Kumara-Greenstone Road, as set forth in the Governor's Warrant gazetted on page 441 of the *New Zealand Gazette*, 1905; and the interest and sinking fund on the said £1,300 loan shall not exceed £4 per centum per annum, payable half-yearly on the 1st day of January and the 1st day of July in each and every year during the currency of such loan, being a period of forty-one years, or until such loan is fully paid off.

Passed at a special meeting of the Council held on the 4th day of May, 1907, and confirmed on the 5th day of June, 1907.

The common seal of the Chairman, Councillors, and Inhabitants of the Borough of Kumara was affixed hereto in the presence of—

J. A. MURDOCH,  
Mayor.  
W. B. GILBERT,  
Town Clerk.

I hereby certify that the above special order has been duly made.

W. B. GILBERT,  
Town Clerk.

BOROUGH OF KUMARA.

*Special Order making Special Rate.*

Resolved, That, in pursuance and in exercise of the powers vested in it by "The Public Works Act, 1905," "The Local Bodies' Loans Act, 1901," and amendments, and all other statutes enabling it in that behalf so to do, the Council of the Borough of Kumara hereby resolves (by way of special order) as follows: That, for the purpose of providing the interests and other charges on a loan of £1,300, authorised to be raised by the Council of the Borough of Kumara, under the above-mentioned Acts, for the purpose of providing the Council's proportion of the cost of reconstructing the Teremakau Traffic-bridge, Kumara-Greenstone Road, as set forth in the Governor's Warrant gazetted on page 441 of the *New Zealand Gazette*, 1905, the said Council of the Borough of Kumara hereby makes and levies a special rate of 1d. in the pound upon the rateable value of all rateable property comprised within the said Borough of Kumara, the boundaries of which said borough are set out in the *New Zealand Gazette* dated the 26th July, 1877, page 763; 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 January and the 1st day of July in each and every year during the currency of such loan, being a period of forty-one years, or until such loan is fully paid off.

Passed at a special meeting of the Council held on the 4th day of May, 1907, and confirmed on the 5th day of June, 1907.

The common seal of the Chairman, Councillors, and Inhabitants of the Borough of Kumara was affixed hereto in the presence of—

J. A. MURDOCH,  
Mayor.  
W. B. GILBERT,  
Town Clerk.

I hereby certify that the foregoing special order has been duly made.

W. B. GILBERT,  
Town Clerk.

*Special Order made by the Waipukurau Town Board.*

The Treasury,  
Wellington, 17th June, 1907.

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

JOHN G. FINDLAY,  
For Colonial Treasurer.

WAIPUKURAU TOWN BOARD.

*Special Order.*

In pursuance and exercise of the powers vested in it in that behalf by section 5, subsection (1), of "The Local Bodies'

Loans Amendment Act, 1903," the Waipukurau Town Board hereby resolves, "That the interest and sinking fund on the loan of £600, authorised to be raised at a poll of rate-payers held on Monday, 4th March, 1907, for the purpose of erecting a public library and Town Board offices, be provided out of the general fund during the currency of the said loan."

I hereby certify that the above special order was made at a special meeting of the Waipukurau Town Board held on the 5th day of May, 1907, and confirmed at a subsequent meeting held on the 3rd day of June, 1907.

W. A. CHAMBERS,  
Chairman.

Notice to Mariners No. 41 of 1907.

NAPIER HARBOUR.

Marine Department,  
Wellington, N.Z., 13th June, 1907.

ON and after the 8th July, 1907, two new beacon lights will be brought into use within the Napier Harbour. The front light is red and about 50 ft. above sea-level, back light white and about 70 ft. above sea-level. The lights are in white ferro-concrete towers, and will be visible at from seven to eight miles on a S. 86° 0' 36" W. magnetic bearing, leading half-way between the Pania Rock and Breakwater. The lights will be unwatched Wigham's patent 31-day lamps.

Charts, &c., affected: Admiralty Charts Nos. 2528 and 2513; "New Zealand Pilot," seventh edition, 1901, Chap. iv, page 159; "New Zealand Almanac," 1907, page 111.

J. A. MILLAR.

Notice to Mariners No. 42 of 1907.

DREDGING OPERATIONS OFF TIMARU HARBOUR ENTRANCE.

Marine Department,  
Wellington, N.Z., 18th June, 1907.

THE Timaru Harbour Board have given notice that dredging operations are proceeding between entrance to the inner harbour and the outer end of the eastern extension mole. Masters of vessels entering or leaving the port when the dredge is not working are requested to keep a look-out for the small can buoys indicating the positions of dredge-moorings.

Charts, &c., affected: Admiralty Chart No. 2532; "New Zealand Pilot," seventh edition, 1901, Chap. viii, page 286.

J. A. MILLAR.

Regulations relating to the Examination of Engineers in the Mercantile Marine.

Marine Department,  
Wellington, 14th June, 1907.

IN pursuance and exercise of the powers vested in me by "The Shipping and Seamen Act, 1903," I, the Minister of Marine, do hereby make the following regulations for the conduct of examinations of engineers, and as to the qualification of candidates, and direct that the fees specified in such regulations shall be paid to the Chief Examiner. These regulations shall come into force on the 1st day of September next, and shall then supersede any rules or regulations heretofore existing and affecting such examinations, qualifications, and fees.

J. A. MILLAR,  
Minister of Marine.

REGULATIONS RELATING TO THE EXAMINATION OF ENGINEERS IN THE MERCANTILE MARINE.

PRELIMINARY.

Engineers must have certificates.—"The Shipping and Seamen Act, 1903," section 21.

1. UNDER the provisions of "The Shipping and Seamen Act, 1903," every intercolonial steam-

ship or sea-going home-trade steamship\* is required to have engineers according to the following scale:—

Indicated Horse-power.	Number and Grade of Engineers.
Not more than 150	One, holding a certificate of competency or service of the second class or higher.
More than 150 and not more than 300— (a) If running less than 300 miles between terminal ports (b) In all other cases	One, holding a certificate of competency or service of the second class or higher. Two, to wit,— A chief engineer, holding a certificate of competency or service of the second class or higher; and A second engineer, holding a certificate of competency of the third class, or service of the second class, or higher.
More than 300 and not more than 1,250— (a) If running less than 300 miles between terminal ports (b) In all other cases	Two, to wit,— A chief engineer, holding a certificate of competency or service of the first class; and A second engineer, holding a certificate of competency or service of the second class or higher. Three, to wit,— A chief engineer, holding a certificate of competency or service of the first class. A second engineer, holding a certificate of competency or service of the second class or higher; and A third engineer, holding a certificate of competency of the third class, or service of the second class, or higher.
For every additional 1,250 or part of 1,250 if engaged in the foreign or intercolonial trade, and for every 1,250 or part of 1,250 over and above 2,500 if engaged in the sea-going home trade only	One additional engineer.

Indicated horse-power shall be assessed on the average horse-power indicated during the previous six months, as shown by the engineer's log-book.

For the purposes of this schedule, the expression "terminal port" means the port from which the steamship first takes her departure, and the last port at which she calls before commencing her return voyage.

Every foreign-going steamship trading beyond intercolonial limits of 100 nominal horse-power or upwards must have first- and second-class engineers, and every such steamship less than 100 nominal horse-power must have one engineer with a second-class certificate, or one of a higher grade.

Penalty on engineers serving without certificate, and owners employing engineers without certificate.—"The Shipping and Seamen Act, 1903," section 21, (2).

2. Every person who is not possessed of a valid certificate appropriate to his grade who suffers him-

\* By a "home-trade ship" is meant one which is employed in trading on the coasts of New Zealand, but not to or from the Cook Islands, Kermadec Islands, Chatham Islands, Auckland Islands, Campbell Island, Antipodes Island, or Bounty Island:

self to be engaged or acts in contravention of law, or who employs any person as engineer without ascertaining that he is at the time entitled to and possessed of a proper certificate, for each offence incurs a penalty not exceeding £50.

An officer is not duly certificated unless he is the holder for the time being of a certificate of competency or service, valid in New Zealand, of a grade appropriate to his station in the ship or of a higher grade.

Descriptions and grades of certificates.

3. The certificates of engineers are of two descriptions—viz., certificates of competency and certificates of service; and of certificates of competency there are three grades—viz., first-class, second-class, and third-class engineers' certificates; of certificates of service there are two grades—viz., first and second class.

Certificates of competency granted to persons who pass requisite examinations.—“The Shipping and Seamen Act, 1903,” section 22.

4. Certificates of competency will be granted to those persons who are British subjects and who pass the requisite examinations, and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding the examinations at the following places, viz. :—

At Auckland, during the first week in January, May, and September.

At Napier, during the first week in February, June, and October.

At Wanganui, during the first week in February, June, and October.

At Wellington, during the first week in February, June, and October.

At Nelson, during the first week in February, June, and October.

At Christchurch, during the first week in March, July, and November.

At Timaru, during the first week in March, July, and November.

At Dunedin, during the first week in April, August, and December.

At Invercargill, during the first week in April, August, and December.

The examination will commence on Monday in each case.

In cases of emergency the Examiners will exercise their discretion as to examining candidates at other than the prescribed periods.

Application, how to be made.

5. The application for examination is to be made on form Exn. 2, which must be filled up and signed by the candidate. This form can be obtained at any Customhouse, Mercantile Marine Office, or office of an Inspector of Machinery. The form Exn. 3, properly filled in, together with the candidate's indentures of apprenticeship (or certificate from an employer that the candidate has worked as an apprentice for five years), testimonials, discharges, and fee, must be forwarded to the Chief Examiner of Engineers, at the office of the Chief Inspector of Machinery, at Wellington, with an intimation of the place at which the candidate wishes to be examined. When the application is filled up at a place other than Wellington, and it is a matter of urgency that the candidate should be examined before the Chief Examiner can notify the local Examiner, the candidate must present his application and other papers to the local Examiner, who, if they are correct, shall at once forward them

to the Chief Examiner, with the fee, and proceed with the examination of the candidate.

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.

How to apply in special cases.

6. 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 local Examiner of Engineers. If necessary, the Examiner will, after seeing that all the required information is clearly stated in the papers, forward them with his observations to the Chief Examiner, who will deal with the case.

Inquiries.

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

Age.

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

Fraud and misrepresentation.

9. 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 shall in respect of each offence be guilty of a crime, the punishment for which is imprisonment for a period not exceeding two years, or a fine.

Testimonials; shore service.

10. All candidates will be required to produce, in addition to the official discharge certificates, testimonials as to their workshop service and as to their service at sea. The testimonials as to workshop service must be signed by the employer, and must testify to the candidate's conduct and ability, and state what kind of work he was engaged on (e.g., fitting, erecting, &c.), and for how long.

Testimonials; sea service.

11. Testimonials as to service at sea must testify to the applicant's sobriety, experience, ability, and general good conduct for at least the last twelve months' service at sea preceding the date of application to be examined. They must be signed by the master and chief engineer (or in the case of testimonials to chief engineers, by the master and superintending engineer), and must clearly state whether the applicant was on regular watch, and in regular charge of a watch on the main engines or boilers. It is desirable that testimonials of candidates should be indorsed by the superintending engineer. No time spent in clerical work will be allowed to count.

Provision for special cases.

12. In cases where a testimonial from the chief engineer or from the master is for any sufficient

\* Form Exn. 3, which can be obtained at any Mercantile Marine Office, Customs Office, or Inspection of Machinery Office.

reason not obtainable, one may be submitted from the superintending engineer in place of that of the chief engineer, and one from the managing owner, or secretary, or chairman of a registered company, in place of that of the master; but in every such instance the testimonial must declare that the facts stated are in accordance with the reports made by the chief engineer or the master, as the case may be, or else that the facts are within the writer's personal knowledge.

Physical defects.

13. When a candidate is observed to be hard of hearing, or is labouring under any other obvious physical defect, the signatories of his testimonials are required to mention that defect specifically, and to state whether it in any way interfered with the efficiency of the candidate as an engineer on watch. When these modified testimonials are such as to completely satisfy the Examiner that the defect is not such as to interfere with the efficient discharge of the applicant's duties as engineer, the examination is proceeded with; otherwise the case is referred to the Marine Department. Candidates afflicted with nervous impediment in speech may write their answers to *viva voce* questions.

Testimonials of foreigners.

14. The testimonials of service of foreign engineers, and of British engineers serving in foreign vessels, which cannot be verified by the Registrar of Seamen, 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 must be decided on its own merits; and, if the sufficiency of the proofs given appears to be at all doubtful, the point must be referred to the Marine Department.

Verification of services, &c., by articles.

15. Service which cannot be verified by proper entries in the articles of agreement of the ships in which the candidates have served cannot be counted.

Foreigners to know English.

16. Foreign engineers 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. In every case before failing a candidate for insufficient knowledge of the English language, the Examiner should refer the matter to the Chief Examiner, who, if the failure be confirmed, will indorse the report on the form Exn. 15.

Verification of services in mercantile marine offices.

17. Statements of services in ships of 25 tons register and over of which the agreements with the crews have been entered into in New Zealand can be verified by the Superintendents of Mercantile Marine Offices if the articles expired before the 7th April, 1905, and may be obtained on application at such offices upon payment of a small fee, the amount of which will be regulated by the amount of service required to be verified. If the articles expired after the above-mentioned date, they can be verified by the Registrar of Seamen, Marine Department, Wellington. Delay,

inconvenience, and disappointment will be avoided by candidates getting this verification beforehand.

Issue of certificate.

18. If the candidate passes, he will receive a 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 when the examination is finished if he fails to pass, and if he passes they will be returned when the certificate is issued to him. 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 of application (Exn. 3). 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.

If after passing examination, services are found to have been insufficient.

19. If, after a candidate has passed his 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, it will not be granted to him; but if the Marine Department are satisfied that the error in the calculation of his services did not occur through any fault or wilful misrepresentation on his part, the certificate may be issued to him, or he may be allowed to go up for re-examination without payment of further fee when he has performed the amount of service in which he was deficient, as the Marine Department may direct.

Re-examination in case of failure.

20. If the candidate fails in practical knowledge, he may not present himself for re-examination until he can produce proofs of three months' further service at sea as an engineer on watch on the main engines or boilers from the date of failure. If he fails in arithmetic, elementary questions, or drawing only, he may come up again at any time. If a candidate for a third-class certificate fails to pass, he may not present himself for re-examination until after the expiration of three months.

Fees to be paid by applicants for examination.—“The Shipping and Seamen Act, 1903,” section 23.

21. Candidates for examination, in making their application on form Exn. 3, will be required to pay the examination fees before any step is taken towards inquiring into their services or testing their qualifications, &c. 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, less any expenses that have been incurred.

How fee to be paid.

22. The fee for examination must be sent to the Chief Examiner at the office of the Chief Inspector of Machinery, Wellington, along with the application, and must be in money or postal notes. If a candidate offers a gratuity to any servant of the Department, he will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be examined for twelve months, either at the port where the offence was committed or at any other port.

On failure of candidate, fee forfeited.

23. If a candidate fails in his examination, no part of the fee he has paid will be returned to him.

Fees.

24. The fees are as follow :—

	£	s.	d.
Third-class engineer's certificate ..	1	0	0
Second-class engineer's certificate ..	1	0	0
First-class engineer's certificate (whether extra or ordinary) ..	2	0	0
First-class engineer's certificate, if the candidate holds a second-class certificate of competency valid in New Zealand ..	1	0	0

Lake or river service.

25. Service as watchkeeper on a lake or river steamer of not less than 66 nominal horse-power may be accepted under the following conditions :—

- (1.) The service will only count half as much as sea service—*i.e.*, every two months of lake or river service is only equivalent to one month's sea service.
- (2.) Candidates for second-class certificates, besides being possessed of the third-class certificate, must prove, in addition to the lake or river service, at least three month's qualifying service at sea in a steamship of not less than 66 nominal horse-power.
- (3.) Candidates for first-class certificates must prove, in addition to lake or river service in vessels of 99 nominal horse-power, at least six months' qualifying service at sea with a second-class engineer's certificate in vessels of not less than 99 nominal horse-power.

Sea-going steam-dredgers, &c., service.

26. Service in sea-going steam-dredgers, fishing-boats, or tug-boats, where candidate is in possession of a third-class certificate, may be accepted under the following conditions :—

Two months of such service is only equal to one month's qualifying service. Candidates for second-class certificates may perform all these sea services in sea-going steam-dredgers, trawlers, or tug-boats; but they must have been on regular watch on the main engines or boilers, and the vessels must not be less than 66 nominal horse-power. Candidates for first-class certificates must have served in vessels of at least 99 nominal horse-power, and have been in charge of a watch on the main engines or boilers. They must, in addition, have served in a qualifying capacity for at least six months in a foreign-going cargo or passenger steamship, or nine months in a home-trade cargo or passenger steamship.

Pilot service.

27. Service performed in pilot-vessels will not qualify a candidate for examination.

Service in steam-yachts.

28. Service performed in steam-yachts either within or beyond home-trade limits, if candidate is in possession of a third-class certificate, may be accepted as equivalent to two-thirds of the time performed in foreign-going trading-vessels, provided the candidate's name is entered on vessel's articles, and that he can prove to the satisfaction of the Examiner that the time claimed was actually served at sea.

Candidates for second-class certificates may perform all their service in yachts, but the candidate must have been on regular watch on the main engines or boilers, and the vessel must be of not less than 66 nominal horse-power.

Candidates for first-class certificates must have served on vessels of not less than 99 nominal horse-power, and must have been in regular charge of the main engines or boilers. In addition, they must have served for at least three months in a qualifying capacity on board a foreign-going trading or passenger steamship. This additional service will, however, not be required in the case of a candidate who has served for eighteen months as first engineer, or for two years as second engineer, of a steam-yacht of the requisite power.

Certificates of service.

29. An officer who has attained the rank of engineer or assistant engineer in His Majesty's Navy or Indian Marine Service is entitled without examination, if an engineer, to a certificate of service as first-class engineer, and, if an assistant engineer, to a certificate of service as second-class engineer. These officers may be examined for a certificate of competency on the same conditions as engineers of the mercantile marine.

Certificates of competency.

30. Chief engine-room artificers and engine-room artificers in the Royal Navy may be examined for certificates of competency on the same conditions as engineers of the mercantile marine.

[Particulars of the examination of masters and mates in steam will be found in Appendix E.]

"Certificate" defined.

31. The term "certificate" in these regulations means a certificate issued by the Marine Department, by the Board of Trade, or by a British possession, and which is valid in New Zealand.

Assistant engineer.

32. Service entered upon a ship's articles as having been performed in the capacity of assistant engineer must be supported by proof of the candidate having acted as second, third, or junior engineer on regular watch, as the case may be.

Service as engineer only accepted as qualifying service.

33. Service in the engine-room (afterwards referred to) for qualifying a candidate to be examined for a second-class engineer's certificate must be only in those capacities which afford opportunities of obtaining practical experience as an engineer; and service in the capacity of fireman, stoker, donkeyman, greaser, winchman, labourer, engineer's steward, or any other capacity than that of Engineer taking watch on engines and boilers for propelling will not be accepted.

"Qualifying service" defined.

34. In the case of candidates for first-class certificates "qualifying service" means service on regular watch as senior engineer in charge of the main engines or boilers. During the whole of the period claimed candidates must have been in possession of second-class certificates. In the case of candidates for second-class certificates "qualifying service" means service as engineer on regular watch on the main engines or boilers. During the whole of the period claimed candidates must have been in possession of third-class certificates, or the exemption for same. In no case will time spent in clerical work be allowed to count.

Unsuccessful candidates may in certain cases receive certificates for inferior grade.

35. In cases where the candidate is already in possession of a certificate of service, should he fail

to pass the examination for the higher grade, but passes the examination for the lower grade, he may receive a certificate accordingly, but no part of the fee will be returned.

False statements.

36. These provisions will be *strictly enforced* by the Marine Department, and any candidate for a certificate of competency who shall, for the purpose of obtaining any such certificate, present to the Examiner any application to be examined for a certificate of competency (Exn. 3), or statutory declaration, containing any false or designedly inaccurate statement of service, and any other person who shall make or prepare, or assist in making or preparing, any such false or inaccurate statement, will be *prosecuted*.

Certificate of a lower grade may be granted on certain conditions.

37. If in such a case the applicant's services are sufficient to entitle him to receive a certificate of a lower grade, provided as aforesaid he has not willfully misrepresented the amount of his services, an inferior certificate may be granted to him, and the difference between the fee paid by him for the superior certificate and the fee payable for the inferior certificate may be placed to his credit.

May have to be re-examined for certificate of higher grade.

38. In such a case, when the applicant has by further service made up the time in which he was found to be short, he may be required, before he can receive the higher certificate, to be re-examined in all the subjects, unless the Marine Department sees fit to dispense with the re-examination.

Defaced certificates to be returned.

39. If any certificate of competency issued by the Marine Department which has been defaced so as to become illegible, or has been seriously injured by wear or tear, is presented to a Superintendent of Mercantile Marine in the course of duty, the same should at once be transmitted by the Superintendent to the Secretary of the Marine Department, together with the usual form of application for renewal of certificate, duly filled up, in order that a renewed certificate may be issued. This will be done free of charge in those cases where it is satisfactorily shown to the Marine Department that due care has been taken of the original. This power will have to be exercised with great discretion by the Superintendents of Mercantile Marine, so as not to interfere with any engagements for sea service which the possessor of the injured certificate may have entered into.

Lower-grade certificate to be returned on higher-grade being issued.

40. When the holder of a certificate passes the examination for a certificate of a higher grade, his certificate of the lower grade will be withdrawn and retained by the Marine Department.

QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY.

Qualification for third-class engineer's certificate.

41. *Third-class Engineer*.—Section 22, (5), of "The Shipping and Seamen Act, 1903," provides that—

"Every applicant for a third-class engineer's certificate shall, before being admitted to examination, satisfy the Minister that he is at least twenty years of age, and has worked as apprentice for at least

five years in a work shop or shops where engines are manufactured or repaired, or where other work of a similar class is performed, and during three years at least of such service has been employed in fitting or erecting machinery."

Not more than twelve months' drawing-office service shall be accepted as part of the above five years' service.

Proviso for exemption.

"Provided that the Minister may exempt from examination any applicant for a third-class engineer's certificate—

"(a.) Who, prior to the 1st day of January, 1897, had sailed and served as engineer on board a sea-going steamship for a period of not less than twelve months; or

"(b.) Who is the holder of the degree of Bachelor of Science in Engineering granted by the New Zealand University, or by any university which is recognised by the New Zealand University as entitling the holder to admission *ad eundem gradum*; or

"(c.) Who has worked for at least three years in a workshop as hereinbefore prescribed, and has also attended the engineering class for at least two years in any college affiliated to the New Zealand University, or in any university recognised by the New Zealand University as aforesaid."

Candidate's requirements.

42. A candidate must comply with the following requirements:—

(a.) He must produce proof of having served for at least five years as an apprentice in a work shop or shops where engines are made or repaired, or where work of similar nature is performed, and also testimonials of character and sobriety for one year immediately prior to date of application.

(b.) When the workshop service has been performed in a place where engines are made, and the department in which the applicant has been principally engaged is not "fitting or erecting," the case must be referred to the Marine Department, with a report upon the service performed. If the service be such as is useful training for an engineer, the Department may accept the service.

(c.) He must be able to work out the capacity of bunkers, tanks, area of flat surfaces, work done by simple machines (such as lever, wedge, and screw), and lever safety-valve; also questions relating to consumption of stores and weight of materials.

(d.) He must understand the use and construction of the salinometer, thermometer, hydrometer, and the working of boilers with salt water.

(e.) He must explain the use of all cocks and valves on boilers and connections generally on ship's side and attached to engines.

(f.) He must understand the principle and construction of feed, common, and auxiliary pumps.



- (g.) He must explain the construction of boilers and machinery used in simple, compound, triple, and quadruple engines, how the steam does its work in the engines, and the action of the slide and link motion and single eccentric.

Restricted limits.

43. A third-class engineer's certificate will entitle the holder to be engineer of any steamer authorised to ply within restricted limits only, and having condensing or high-pressure engines.

Qualification of candidate for second-class engineer's certificate.

44. *Second-class Engineer.*—A candidate for a second-class engineer's certificate must be twenty-one years of age.

- (a.) He must have served one year at sea as engineer on regular watch on the main engines or boilers of a foreign-going or intercolonial steamship of not less than 66 nominal horse-power, or eighteen months in a home-trade steamship of not less than 66 nominal horse-power, whilst possessed of or entitled to a third-class engineer's certificate, or a Minister's certificate of exemption from the third-class examination.
- (b.) He must be able to give a satisfactory description of boilers, and the methods of staying them, together with the use and management of the different valves, cocks, pipes, and connections.
- (c.) He must understand how to correct defects from accident, decay, &c., and the means of repairing such defects.
- (d.) He must understand the use of the water-gauge, pressure-gauge, barometer, thermometer, and salinometer, and the principles on which they are constructed.
- (e.) He must state the causes, effects, and usual remedies for incrustation and corrosion.
- (f.) He must be able to explain the method of testing and altering the setting of the slide-valves, and method of testing the fairness of shafts, and adjusting them.
- (g.) He must be able to calculate the suitable working-pressure for a steam boiler of given dimensions, and the stress per square inch on crank and tunnel shafts when the necessary data are furnished.
- (h.) He must understand the construction of steering-engines, evaporators, feed-filters, and feed-heaters.
- (i.) He must understand the construction of centrifugal, bucket, and plunger pumps, and the principles on which they act.
- (j.) He must be able to state how a temporary or permanent repair could be effected in case of derangement of a part of the machinery or a total breakdown.
- (k.) He must write a legible hand, and have a good knowledge of arithmetic up to and including vulgar and decimal fractions and square and cube root; he must also understand the application of these rules to questions about safety-valves, consumption of stores, capacities of tanks, bunkers, &c.

- (l.) He must be able to pass a creditable examination as to the various constructions of paddle and screw engines in general use, as to the details of the different working-parts, external and internal, and the use of each part.

- (m.) He must possess a creditable knowledge of the prominent facts relating to combustion, heat, and steam.

Qualification of candidate for first-class engineer's certificate

45. *First-class Engineer.*—A candidate for a first-class engineer's certificate must be not less than twenty-two years of age.

46. In addition to the qualification required for a second-class engineer,—

- (a.) He must have served at sea for twelve months with a second-class certificate of competency or service as senior engineer in charge of a watch on the main engines or boilers of a foreign-going steamship of not less than 99 nominal horse-power; or have served at sea for eighteen months with a second-class certificate of competency or service as first engineer of a home-trade steamer of not less than 99 nominal horse-power; or two years with a second-class certificate of competency or service as second engineer of a home-trade steamer of not less than 99 nominal horse-power; or two and a half years with a second-class certificate of competency or service as third engineer of a home-trade steamer of not less than 99 nominal horse-power, if during the whole of that period he has been the senior engineer in charge of a watch on the main engines and boilers; or possess or be entitled to a first-class certificate of service.
- (b.) He will be required to make an intelligible hand-sketch, or a working-drawing of some one or more of the principal parts of a steam-engine; and to mark in, without a copy, all the necessary dimensions in figures, so that the sketch or drawing could be worked from.
- (c.) He must also be able to take off and calculate indicator diagrams.
- (d.) He must be able to calculate safety-valve pressures, and the strength of the boiler shell, stays, and riveting.
- (e.) He must be able to state the general proportions borne by the principal parts of the machinery to each other, and to calculate the direct stress, the torsional stress, and the bending stress in round bars, and the direct stress and the bending stress in rectangular bars, with given loads.
- (f.) He must be able to explain the method of testing and altering the setting of the slide-valves, and to sketch about what difference any alteration in the slide-valve will make in the indicator diagram, and also the method of testing the fairness of shafts, and of adjusting them.
- (g.) He must be conversant with surface condensation, superheating, and the working of steam expansively.
- (h.) His knowledge of arithmetic must include the mensuration of superficies and solids and the extraction of the square and cube roots, and the application of these rules to questions relating to the power, duty,

and economy of engines and boilers, and to the stresses in rods, shafts, and levers of the engine.

- (i.) He must understand the construction of, and be able to maintain in working-condition, the auxiliary machinery which is placed under his charge—viz., refrigerating machinery, electric-light engines and dynamos, electric motors fitted to ship's boats, hydraulic machinery, and the various descriptions of steering-engines, &c.

#### GENERAL RULES AS TO SERVICE.

Workshop service other than fitting or erecting.

47. When the workshop service has been performed in a place where engines are made, and the department in which the applicant has been principally engaged is not "fitting" or "erecting," the case must be referred to the Marine Department with a report upon the service performed. If the service be such as is useful training for an engineer, the Department may accept the service, but in every such case the applicant must prove additional engine-room or marine-engine workshop service as required above.

"Qualifying service" defined.

48. In the case of candidates for first-class certificates "qualifying service" means service on regular watch as senior engineer in charge of the main engines or boilers. During the whole of the period claimed candidates must have been in possession of second-class certificates.

In the case of candidates for second-class certificates "qualifying service" means service as engineer on regular watch on the main engines or boilers. During the whole of the period claimed, candidates must have been in possession of third-class certificates, or the exemption for same.

Foreign engineers.

49. Foreign engineers cannot be examined for a first-class certificate unless they have performed the sea service stated in paragraph 46, with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials as 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 (see paragraph 46).

Names on articles.

50. In all cases the candidates' names must have been duly entered on the ship's articles as engineers in their proper ratings.

Regular watch.

51. Being on regular watch means being on watch for at least eight hours a day.

Further as to qualifying service.

52. Only such service as gives the experience required to make a man thoroughly competent as a sea-going engineer is accepted as qualifying service. Even for a second-class certificate the candidate must prove to the satisfaction of the Examiner that he is qualified by experience and knowledge to act as chief engineer in an under-powered steamer of 99 nominal horse-power on a voyage, say, New Zealand to Australia, taking full responsibility for engines and boiler.

Sea service.

53. The sea service required by these regulations is, unless otherwise stated, service performed in foreign-going ships.

Home-trade service.

54. Service in the home or coasting trade is regarded as being equivalent to two-thirds of the same period of time served in the foreign trade.

Service in auxiliary screw steamships.

55. Service performed on board auxiliary screw whalers and other vessels with auxiliary steam-power of not less than 66 nominal horse-power in the capacity of engineer may be allowed to count towards qualifying candidates for examination for second-class engineers' certificates of competency to the extent of one-half the time the vessel is actually at sea. If the candidate is able to prove a larger amount of time under steam, he will be allowed to count the whole of such extended time.

#### GENERAL RULES AS TO CONDUCT OF THE EXAMINATION.

Duration of examinations.

56. The examinations will commence at 9 o'clock in the morning of the days appointed, and will be continued from day to day until all the candidates whose names appear upon the Examiner's list on the first day of examination are examined.

Candidates to be punctual.

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

Tables to be cleared.

58. Before commencing the examination, the tables and 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.

Strangers not admitted.

59. No persons will be allowed in the rooms during the examinations other than those whose duties require them to be present. No instructors will be allowed on the premises.

Blotting-paper.

60. A sheet of blotting-paper will 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.

All work to be shown.

61. 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-room. Violation of this rule will subject the candidate to all the penalties of a failure. Additional sheets of paper will be supplied by the Examiner if required, but they must be attached to, and form part of, the examination-papers.

Books and papers strictly forbidden.

62. All books necessary for the use of candidates under examination will be provided by the Examiners, and 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.

Drawing-boards and T squares are, but instruments are not provided.

63. Candidates for first-class certificates have to pass an examination in rough working-drawing, which may, in the candidate's option, be either hand-sketches clearly dimensioned, and complete in the necessary views and sections, or drawings to a scale. Drawing-boards and T squares will be provided by the Examiners, but the applicants will have to bring with them any drawing-instruments they may require.

Candidates' places.

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

Penalty for copying.

65. 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.

Leaving examination-room.

66. No candidate may leave the examination-room without permission, and without giving up the paper (if any) on which he is engaged. Under no circumstances will the same paper be returned to him, but the Examiner may substitute other data or another question.

Injury to books.

67. 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.

Silence.

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

Penalty for breach of rules.

69. 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, in the event of his having passed, to the detention of his certificate, for such period as the Marine Department may direct.

Order of examinations.

70. The examination of candidates for second-class certificates consists of three parts—arithmetic, elementary questions, and *viva voce*; and that of candidates for first-class certificates of four parts—arithmetic, drawing, elementary questions, and *viva voce* (see paragraphs 44 and 46).

Examination-papers.

71. The arithmetical questions for each examination will be sent from the office of the Chief Examiner of Engineers at Wellington to the different

Examiners. Envelopes containing examination-papers are on no account to be opened by any other person than the Examiner, and by him only at the commencement of the examination.

Arithmetic.

72. When the number of marks obtained in arithmetic amounts to 28—that is, two-thirds of the maximum—the candidate passes in arithmetic. If the marks obtained amount to 21 but not to 28, and if the applicant has had long sea experience, his testimonials should be taken into account, and his examination continued, if deemed advisable by the Examiner, and he may be passed or failed, having due regard to his practical knowledge and to whether he is being examined for third class, second class, or first class.

Drawing.

73. With regard to a candidate's drawing, when the word "consider" is telegraphed instead of either of the words "fail" or "pass," it must be understood to mean that the examination may be proceeded with so far as the candidate's drawing is concerned, if his sea experience is considerably beyond what the regulations demand and his testimonials are exceptionally good.

Elementary questions.

74. All engineer applicants presenting themselves for examination will be required to give written answers to ten questions selected from "Elementary Questions," shown in Appendix B. These questions are intended to furnish a record to some extent of the candidate's knowledge at the time of his examination, and also to induce the candidates to pay more attention to their handwriting and spelling.

Examiners will require all candidates to fill up a form Exn. 15B, and they will forward it to the Chief Examiner of Engineers with the report of the examination. The questions for first and second classes of engineers will be taken from the same series of elementary questions; and candidates for first-class certificates are expected to show their superiority by giving answers more complete than those of the other candidates.

*Viva voce.*

75. Having regard to the fact that when the verbal examination is held, the candidate has already passed in arithmetic and (if a first-class candidate) in drawing, and has also (in the first and second classes) written answers to the elementary questions, the Examiners will deal with practical rather than theoretical questions in this division of the examination; and no candidate should be failed without having been well cross-questioned on the points for which failure takes place.

Moreover, in cases where the Examiner approves of the elementary paper, but fails the candidate for lack of practical knowledge or for elementary, a written account of the points failed in must be forwarded to the Chief Examiner of Engineers with the elementary papers and the report (Exn. 15).

The elementary questions to be answered on form Exn. 15B are good starting-points in *viva voce* examinations. With the candidates' written answers before the Examiner, the same question can be put in a way requiring an answer in another form. Each question may be developed into several, according to the circumstances of the case, e.g. :—

(1.) What is made of? Of what parts does it consist?

- (2.) What is its use ?
- (3.) What attention does it require at sea ?
- (4.) What attention does it require in port ?
- (5.) When it becomes defective, what is it that principally goes wrong with it ?
- (6.) How is it repaired ?
- (7.) What alteration may prevent a recurrence of the defect ?

It is considered of great importance that engineers presenting themselves for examination should have an extensive knowledge of the particulars of actual casualties which have occurred at sea, and be able to state how these might have been prevented, and how remedied. Sometimes an engineer presents himself who has had no personal experience of any defects, and who can tell nothing about casualties to machinery which have occurred in the experience of others. Such candidates should be closely questioned as to their knowledge of boiler and engine construction, and the repairs of same.

The management of engines and boilers at sea, the duties of the engineer on watch, the work to be done to the engines, boilers, and auxiliary machinery in port, and the periodical examinations of the working-parts form part of the *viva voce* examination.

#### Reports (Exn. 15).

76. Reports of examinations on the form Exn. 15, together with the examination-papers, should be forwarded to the Chief Examiner of Engineers immediately the examinations are completed.

Notification of having passed will be given to successful candidates.

77. If the candidate passes he will receive the form Exn. 16, which authorises the Superintendent of the Mercantile Marine Office to whom it is addressed by the Examiner to issue the certificate to the candidate, whose testimonials, &c., will be returned at the same time. It is therefore important that the port of destination of the certificate should be the same on both the form Exn. 16 and the form Exn. 3. 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.

#### RIVER ENGINEERS AND MARINE-ENGINE DRIVERS.

##### General.

78. Candidates for examination must make a proper application on form Exn. 3, which will be supplied on application at any Customhouse, Mercantile Marine Office, or office of an Inspector of Machinery. This application, accompanied by the necessary testimonials and fee, must be forwarded to the Chief Examiner of Engineers at the office of the Chief Inspector of Machinery, Wellington, with an intimation of the place at which the candidate wishes to be examined.

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

- At Auckland, during the first week in January, May, and September.
- At Napier and Wanganui, during the first week in February, June, and October.
- At Wellington, during the first week in February, June, and October.

At Nelson, during the first week in February, June, and October.

At Christchurch, during the first week in March, July, and November.

At Timaru, during the first week in March, July, and November.

At Dunedin and Invercargill, during the first week in April, August, and December.

The examination will commence on Monday in each case :

Provided that in case of emergency the Examiners may examine candidates at other than the prescribed periods.

Certificates procured on false information will be cancelled.

79. *River Engineer*.—An engineer of a steamer plying within restricted limits must be twenty-one years of age, and must have been employed about the machinery or boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least one year, or produce satisfactory proof of having served five years at the making and repairing of engines, and having been employed about the machinery or boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least six months. He must produce satisfactory testimonials of good conduct and sobriety for at least one year immediately prior to date of application.

- (a.) He must be able to read and write, must understand the first five rules of arithmetic, and questions relating to the consumption of coal and stores, the capacity of bunkers, and must be able to calculate the pressure on the safety-valve.
- (b.) He must understand the use of the salinometer and vacuum and steam gauges.
- (c.) He must understand how to keep the boiler free from incrustation, and the method of regulating the density of the water in the boiler.
- (d.) He must be able to state how a temporary repair could be effected in case of derangement of machinery or boiler.
- (e.) He must pass a creditable examination as to the construction and details of the different parts of any engine used in steamers plying within restricted limits, and give an explanation of the use of each part.
- (f.) He must be able to give a satisfactory description of the construction of the different kinds of boilers in general use in steamers plying within restricted limits, and must explain the use and management of the feed and safety valves, brine-cocks, and all connections.

80. *Marine-engine Driver*.—A marine-engine driver can act as an engineer of a steamship plying only within harbours, rivers, and lakes, or other inland navigable waters, and which is fitted with non-condensing machinery, the area of cylinder or combined area of cylinders of propelling machinery of which does not exceed 200 circular inches.

- (a.) He must be twenty-one years of age, and must have been employed about the machinery and boilers of a steamer, or in driving machinery and having charge of the boiler of a land-engine, for at least six months, or produce satisfactory proof of having served five years at the making and repairing of engines.

- (b.) He must produce satisfactory testimonials of good conduct and sobriety for at least one year immediately prior to date of application. He must be able to read, write, and understand the first five rules of arithmetic.
- (c.) He must understand the use of the salinometer and steam-gauge.
- (d.) He must understand how to keep the boiler free from incrustation, and the method of regulating the density of the water in the boiler.
- (e.) He must be able to state how a temporary repair could be effected in case of derangement of machinery or boiler.
- (f.) He must pass a creditable examination as to the construction and details of a non-condensing engine, and give an explanation of the use of each part.
- (g.) He must be able to give a satisfactory description of the construction of the different kinds of boilers used in steamers plying only within harbours, rivers, and lakes, or other inland navigable waters, and which are fitted with non-condensing machinery, the area of cylinder or combined area of cylinders of propelling machinery of which does not exceed 200 circular inches, and must explain the use and management of the feed and safety valves, brine-cock, and all connections.

#### Failures.

81. If the applicant fails in practical knowledge, he may not present himself for examination for three months from date of failure. If he fails in arithmetic, he may come up again for examination at any time.

#### Fees.

82. The fee to be paid by the applicants for examination is £1. This fee must be paid before any step is taken whether by inquiring into service or testing qualifications, &c. If the candidate is found not to be qualified, the fee will be returned to him less any expense that may have been incurred.

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

The general rules as to conduct of examinations, (paragraphs 47 to 77) will also apply to these examinations.

#### ENGINEERS OF VESSELS PROPELLED BY OIL, GAS, ETC.

83. These regulations shall apply only to engineers of ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.

84. Every person who is not possessed of a valid certificate appropriate to his grade who suffers himself to be engaged or acts in contravention to the law, or who employs any person as engineer without ascertaining that he is at the time entitled to and possessed of a proper certificate, for each offence incurs a penalty not exceeding fifty pounds: Provided that ships under 5 tons net register are exempted from carrying certificated engineers, and ships of between 5 and 15 tons net register and plying within river limits are exempt from carrying certificated

engineers if not more than twelve passengers are authorised to be carried.

85. The certificates of engineers for ships to which these regulations apply are of two descriptions—viz., certificates of competency and certificates of service; and of certificates of competency there are two grades for sea-going vessels—viz., first-class and second-class engineers' certificates; and one grade for restricted limits. Of certificates of service there are two grades—viz., one for deep-water or home-trade limits and one for restricted limits.

86. Certificates of competency will be granted to those persons who pass the requisite examinations and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding the examinations at the following places and times, viz. :—

At Auckland, during the first week in January, May, and September.

At Napier and Wanganui, during the first week in February, June, and October.

At Wellington, during the first week in February, June, and October.

At Nelson, during the first week in February, June, and October.

At Christchurch, during the first week in March, July, and November.

At Timaru, during the first week in March, July, and November.

At Dunedin and Invercargill, during the first week in April, August, and December.

The examination will commence on Monday in each case:

Provided that in case of emergency the Examiners may examine candidates at other than the prescribed periods.

87. The application for examination is to be made on form Exn. 3, which must be filled up and signed by the candidate. This form can be obtained at any Customhouse or office of an Inspector of Machinery.

88. The form Exn. 3, properly filled in, and the candidate's testimonials and discharges, must be forwarded to the Chief Examiner of Engineers, at the office of the Chief Inspector of Machinery, at Wellington, with an intimation of the place at which the candidate wishes to be examined.

89. When the application is filled up at a place other than Wellington, and it is a matter of urgency that the candidate should be examined before the Chief Examiner can notify the local Examiner, the candidate must present his application and other papers to the local Examiner, who, if they are correct, shall at once forward them, with the proper fee, to the Chief Examiner, and proceed with the examination of the candidate.

90. Applicants will be required to produce, in addition to the usual certificate of discharge, satisfactory testimonials as to sobriety, experience, ability, and general good conduct for at least the twelve months immediately preceding the date of application to be examined; and without producing them no person will be examined. If the service has been on shore, the testimonials must be signed by an employer; if at sea, by the master or chief engineer.

91. The testimonials of service of foreigners, which cannot be verified, must be confirmed either by the Consul of the country to which the ship, workshop, or factory in which the candidate served belonged, or by some other recognised official autho-

rity 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 must be decided on its own merits; and if the sufficiency of proofs given appears to be at all doubtful, the point must be referred to the Chief Examiner.

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

93. Foreigners must prove to the satisfaction of Examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel.

94. Services which cannot be verified by proper entries in the articles of the ships in which the candidates have served cannot be counted.

*Qualifying Service required for Sea-going Engineers' Competency Certificates.*

95. For a second-class certificate of competency an applicant must have been employed as an apprentice at the making and repairing of engines for two years, or must have tended machinery for two years (not necessarily as an apprentice) in any factory or workshop, or been engaged at work of a similar nature, or been employed about the propelling machinery of a ship, outside restricted limits, for two years (tending machinery must include charge of engine and boiler); and if he obtains his certificate it will enable him to take charge of engines of which the collective horse-power does not exceed 60 brake horse-power.

96. An applicant for a first-class certificate must have not less than three years' shop service at the making and repairing of engines as an apprentice, or at work of a similar nature, or have held a second-class competency certificate, and been employed on board a sea-going ship, outside restricted limits, to which these regulations apply, for one year, and have been in possession of a second-class certificate of competency for the whole of the time; and if he obtains his first-class certificate it will enable him to take charge of the engines of any ship to which these regulations apply.

97. An applicant for a certificate of competency within restricted limits shall not be required to show any qualifying service.

98. Service entered upon a ship's articles as having been performed in the capacity of assistant engineer must be supported by proof of the candidate having acted as second, third, or junior engineer, as the case may be.

99. Service in the engine-room (afterwards referred to) for qualifying a candidate to be examined for first-class engineer's certificate must be only in those capacities which afford opportunities of obtaining practical experience as an engineer; and service in the capacity of greaser, winchman, labourer, engineer's steward, or any other capacity than that of engineer taking watch on engines for propelling will not be accepted.

100. It is provided by "The Shipping and Seamen Act, 1903" (section 32), that every person who makes, or procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or for any other person a certificate of competency, or the issue of any such certificate, shall for each offence be guilty of a crime, the punishment for which is imprisonment for a period not exceeding two years, or a fine.

101. If, after a candidate has passed his 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, it will not be granted to him; but if the Marine Department are satisfied that the error in the calculation of his services did not occur through any fault or any misrepresentation on his part, the certificate may be issued to him, or he may be allowed to go up for re-examination without payment of further fee when he has performed the amount of service in which he was deficient, as the Marine Department may direct.

102. If in such a case the applicant's services are sufficient to entitle him to receive a certificate of a lower grade, and he has not wilfully misrepresented the amount of his services, an inferior certificate may be granted to him, and the fee paid by him for the superior certificate may be placed to his credit in the payment of the fee for the inferior certificate.

103. In such a case, when the applicant has by further service made up the time in which he was found to be short, he may be required, before he can receive the higher certificate, to be re-examined in all the subjects.

104. If any certificate of competency issued by the Marine Department which has been defaced so as to become illegible, or has been seriously injured by wear-and-tear, is presented to a Superintendent of Mercantile Marine in the course of duty, the same should at once be transmitted by the Superintendent to the Secretary of the Marine Department, together with the usual form of application for renewal of certificate, duly filled up, in order that a renewed certificate may be issued. This will be done free of charge in those cases where it is satisfactorily shown to the Marine Department that due care has been taken of the original. This power will have to be exercised with great discretion by the Superintendent of Mercantile Marine, so as not to interfere with any engagements for sea service which the possessor of the injured certificate may have entered into.

105. When the holder of a certificate passes the examination for a certificate of a higher grade his certificate of the lower grade will be withdrawn, and retained by the Marine Department.

*Qualifications for Certificates of Competency (Oil, &c.).*

106. A second-class certificate under these regulations will entitle the holder to take charge of any vessel propelled by gas, oil, fluid, electricity, or other mechanical power than steam, whose machinery does not exceed 60 brake horse-power, and the candidate must comply with the following conditions:—

- (1.) He must be at least twenty years of age.
- (2.) He must have been employed as an apprentice at the making and repairing of engines for two years, or have been tending machinery for two years, which includes charge of engine and boiler (not necessarily as an apprentice) in any factory or workshop, or at work of a similar nature, or have been employed about the propelling machinery of any sea-going vessel outside restricted limits for two years.
- (3.) He must produce testimonials of sobriety for at least twelve months immediately prior to the date of application.
- (4.) He must be able to read and write the English language, and must understand the first five rules of arithmetic, and, in

addition, be able to work out the capacity of a tank such as is used for the carriage of oil in vessels, and must also be able to work out simple questions relating to consumption of oil, &c.

- (5.) He must be able to describe any engine in ordinary use as auxiliary power or otherwise for vessels other than steam, and the use of each part of the same.
- (6.) He must be able to describe in his own language the electric dynamo and connections, and describe at least one kind of cell battery that may be used in connection with the firing of the vapour in any such gasoline-engine.
- (7.) He must be able to state clearly how he could overcome defects that may arise, and also how he would repair slight breakdowns to the machinery.

107. A candidate for a first-class engineer's certificate of competency under these regulations must comply with the following conditions:—

- (1.) He must be at least twenty-one years of age.
- (2.) He must have served for not less than three years as an apprentice at the making and repairing of engines, or at work of a similar nature, or he must have sailed for one year as engineer of a sea-going ship, outside restricted limits, propelled by gas, oil, fluid, electricity, or other mechanical power than steam, which is by law required to carry a certificated engineer, with a second-class certificate of competency, and must produce satisfactory evidence of sobriety and good conduct for at least twelve months immediately prior to date of application.
- (3.) He must, in addition to qualifications required by second-class engineer, be able to make a drawing of any part of the engines (as used for such ships)—not necessarily an elaborate drawing, but at least an intelligible hand-sketch showing dimensions, &c.
- (4.) He must pass a thorough examination relative to the mechanical construction of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam.
- (5.) He must be able to explain how he would overcome breakdowns that may occur, much more fully than in the second-class examination.

108. A candidate for engineer's certificate of competency for auxiliary-powered vessels for restricted limits must comply with the following conditions:—

- (1.) He must be at least nineteen years of age, and must be able to read and write the English language, and must produce a testimonial of good character and sobriety for at least one year immediately prior to date of application.
- (2.) He must by oral examination satisfy the Examiner as to his knowledge of the class of engines in general use in ships propelled by gas, oil, fluid, electricity, or other mechanical power than steam, and employed in these limits.

109. Time served in vessels plying within restricted limits and within harbours, &c., does not count as service at sea for the purpose of obtaining a certificate of competency for a sea-going ship.

110. Candidates for examination, when making their application on form Exn. 3, will be required to pay the examination fees before any step is taken whether by inquiry into their service or testing their qualifications, &c. If the candidate is found not to be qualified, the fee will be returned to him less any expense that may have been incurred.

111. The fee for examination must be sent to the Chief Examiner, at the office of the Chief Inspector of Machinery, Wellington, along with the application and testimonials, and must be in money or postal notes. In any case in which a candidate offers money to any officer other than the proper fee to the Chief Examiner, the candidate will be regarded as having committed an act of misconduct, and will be rejected and not allowed to be examined for twelve months, either at the port where the offence was committed, or at any other port.

112. The fees are as follow:—

	£	s.	d.
Restricted-limits engineer's certificate ..	0	10	0
Second-class engineer's certificate ..	0	10	0
First-class engineer's certificate ..	1	0	0

*Failure.*

113. If the applicant for a first-class, second-class, or restricted-limits engineer's certificate fails, he may not present himself for re-examination for three months.

*Rules as to Examinations.*

114. The general rules as to conduct of examinations (paragraphs 48 to 78 herein) shall also apply to these examinations.

APPENDICES.

(Reprinted from Board of Trade Regulations.)

APPENDIX A.

FORM TO BE FILLED UP BY ALL CANDIDATES AT THE COMMENCEMENT OF THE EXAMINATION.

Form 15b.

Port : . . . . . Class for which examined : . . . . .  
Date : . . . . . Candidate's name : . . . . .

- A. Where, and how long, did you serve in works at the making or repairing of engines and boilers?
- B. How long, and in what capacity, did you serve in works on shore other than at the making or repairing of engines and boilers?
- C. How long have you served in the engine-room at sea, and in what capacities?
- D. With what descriptions of engines have you served at sea? What sizes were the engines?
- E. With what descriptions of boilers have you served at sea?
- F. What engine defects or defects to auxiliary machinery have come under your notice? What caused these defects, and how were they remedied? Give the names of the steamers for verification.
- G. What boiler defects have come under your notice? What caused these defects, and how were they remedied? Give the names of the steamers for verification.

## APPENDIX B.

## ELEMENTARY QUESTIONS.

1. What parts of an engine are generally made of wrought iron ?
2. What parts of an engine are generally made of cast iron ?
3. For what parts of an engine is steel sometimes used ?
4. What parts of an engine are generally made of brass or gun-metal ?
5. Where is "white metal" sometimes used ? On account of what property possessed by it is it adopted ? What objection is there to its more general use ?
6. For what parts is muntz-metal sometimes used ? Is it malleable ? For what properties is it valued ?
7. What difference is there in the composition of cast iron, of wrought iron, and of steel ?
8. How can cast iron, wrought iron, and steel be distinguished from each other ?
9. What are the different properties of cast iron, of wrought iron, and of steel ?
10. What is meant by the terms "breaking-stress," "proof-stress," "safe-working stress" ?
11. What is the cohesive strength, or breaking-stress, of good ordinary wrought iron ?
12. Tempering steel : how is it done, and in what order do the colours come ?
13. What is case-hardening ?
14. Which of the common metals or alloys can be forged, and which of them are brittle or "short" ?
15. What is meant by "welding" ? Which of the common metals can be welded ?
16. The expansion of metals by heat : give examples of this in the engine and in the boiler.
17. In the construction of steel cylindrical marine boilers, for what parts have the plates to be worked hot ? What precautionary treatment of these plates is afterwards necessary ?
18. In what parts of cylindrical marine boilers is the strongest riveting employed ? In which of the shell-seams is it most necessary ?
19. What is "caulking," and how are seams prepared for caulking ?
20. Describe the different ways of fastening the ends of the main stays of a boiler. What are the merits of or objections to the different plans ?
21. What stress per square inch is allowed on boiler-stays ?
22. Describe a riveted stay, and state where such stays are commonly used.
23. Where are thin plates to be looked for in a boiler as it wears, and how is the thinness to be detected ?
24. How are boiler-tubes fixed ? What are "stay-tubes," and how are they secured ?
25. Where is it generally that boiler-tubes leak ? How is this defect repaired ? What are the causes of this leaking ?
26. What are the causes of cracked tube-plates ? Where are the cracks situated ? How are they repaired ?
27. What is the difference between a "dry uptake" and a "wet uptake" ? Which requires most repair ? Why ? Where have you seen a wet uptake ?
28. What is a superheater ? What is its construction ? What valves are on it ? There is sometimes a gauge-glass on it : what is that for ? Are superheaters in general use ?
29. What parts of a marine multitubular boiler are first injured by shortness of water ?
30. Where are angle-irons sometimes used in the construction of a boiler, and where are flanged plates used ?
31. Priming : To what causes is it attributed ? What means are applied to prevent it ? What evils may be produced by it ?
32. Funnel - draught : What makes it ? What checks it ?
33. Flame sometimes seen at the top of the funnel : What causes this appearance ? Is it beneficial or is it detrimental ? Why so ?
34. A blast-pipe : What is its construction ? Where is it placed ? For what is it used ?
35. How many bottom blow-off cocks are generally fitted to each boiler, and why are they so fitted ?
36. Blow-off cocks are sometimes fitted with a spanner-guard : for what purpose is this ? Describe how the guard is formed.
37. Water-gauge test-cocks : Where are they placed ? At what heights ? Must the cocks themselves be at those heights ? What provision is made for cleaning these cocks should they ever become choked ? When there are no test-cocks, how is the height of the water ascertained ?
38. What is a dead-weight safety-valve ? Of what are the rubbing-surfaces formed ? How is a lock-up valve arranged to admit of lifting it or of turning it round, and to prevent adding to the weight ?
39. About what area of safety-valve is now required by the Board of Trade ? What is the effect of suddenly opening a safety-valve when steam is up ? To about what extent do safety-valves rise when blowing off without being eased by hand ?
40. Spring-loaded safety-valves : What advantages have they that are not possessed by dead-weight valves ? What are the disadvantages, if any, as compared with dead-weight valves ?
41. Of what pieces does a glass water-gauge mounting consist ? How does it act ? Where is it placed ? At what height ? Is it liable to derangement ? How is its working tested ?
42. Glass water-gauges have sometimes pipe-connections top and bottom : What is the object of this arrangement ? Should there be cocks at the extremities of these pipes ? Why, or why not ?
43. Describe a Bourdon steam-gauge. Some gauges have an inverted siphon pipe below them : what is its use ?
44. Why is a small cock sometimes put on the pipe leading to a steam-gauge ? Where should it be placed, and what error might be made by omitting to use it ?
45. Do steam-gauges indicate the total pressure of the steam, or only a portion of that pressure ? What is the pressure measured from ?
46. What is meant by the salting of the boiler ? How is this prevented ? What is the density of ordinary sea-water ? How is the density ascertained ? What is the difference between the formation of scale and the salting of the boiler ? What is the maximum density at which boilers should be worked at sea ? In the event of condenser-tubes leaking, what is the minimum density at which boilers should be worked ? Give your reasons.
47. Scum cocks and pipes : How are they arranged ? Where are they placed ? At what height in the boiler ? When are they used ? When must



they be shut? Neglect of these cocks leads to what dangers?

48. Scale: Of what does it consist? Where is it most objectionable? How is it removed? How is its formation prevented? What evil effects are produced by it?

49. What is a salinometer? Of what does it consist? How does it act? How is it graduated? Can it be used at any temperature indiscriminately?

50. What harm may be done through the check-valve of one of a set of boilers being defective while under way? How would you work to avoid this harm?

51. How is the leak from a split tube stopped in a boiler at sea? Describe the operation.

52. What is the use of dampers? Where are they fitted? When should they be used?

53. When there are no dampers fitted, what is used instead? What evil to the boiler is sometimes attributed to this? When the heating-surfaces are clean, does this occur?

54. Describe the piston of a steam-cylinder with its different rings and their uses? There are generally round pieces let in flush on one side of a piston: what are they? How are these pieces fixed?

55. Cylinder drain-cocks: what is their use? There is sometimes a valve upon each cock: what purpose does it serve?

56. Cylinder escape-valves: Of what do they consist? How protected? How regulated? When are they most needed? To what danger do they expose the engineer? What precaution is sometimes used to obviate this danger?

57. What is a compound engine? What different kinds are there for screw-steamers in respect to the number and arrangements of their cranks and cylinders? What is a triple-expansion engine?

58. What is link-motion? What are some of its advantages? In modern engines for the screw propeller, when there is no link-motion, what takes its place?

59. What is a separate expansion-valve? Why is it not fitted to all engines? What effect has an expansion-valve upon the starting and upon the reversing of the engine?

60. What arrangement is applied to reduce the friction of a slide-valve? To what is the friction due?

61. Describe a loose eccentric. How does it act? In what engines are the loose eccentrics still employed?

62. What is the travel of the eccentric rod? How is it measured on the eccentric? What is the travel of the slide-valve when the link-motion is in mid-gear, and the engine still moving?

63. What are "double-beat valves"? What objections are there to their use?

64. What is a circulating-pump? Is it always worked by the main engine? Give an example from your last steamer of the three water-temperatures generally noted by careful engineers?

65. An air-valve is sometimes fitted to a circulating reciprocating pump: what purpose does it serve?

66. What is the difference between a bucket air-pump, a piston air-pump, and a plunger air-pump?

67. Whether are double-acting air-pumps made with plungers, with pistons, or with buckets? Circulating-pumps: describe their construction and action.

68. What is an air-pump trunk? When is it necessary? How is it attached to the bucket? Centrifugal pumps: describe their construction and mode of working.

69. What class of air-pump requires both foot and delivery valves, and in what other class can either of these valves be in some cases dispensed with?

70. What are marine governors? What is their general construction? How do they act?

71. With a surface condenser and a single-acting air-pump, what is the effect of a leaky foot-valve; and what is the effect of a leaky bucket when there is also a foot-valve?

72. Air-pump pet cock or valve: Where is it placed? How does it act? What is its object? Does it in every case reduce the effective capacity of the pump? Is it equally applicable to double-acting pumps?

73. At what temperature is the hot well worked? What is the effect of higher temperatures? What is the effect of lower temperatures? What limits the lowness of temperature? Has a very low temperature any disadvantages?

74. Bilge-injection with common condensers: What are the fittings required? When is it used? What precautions are necessary in using it?

75. When surface condensers are used, what takes the place of the bilge-injection? To what is the connection made? How is its valve formed? Why is this necessary?

76. What are the practical guides to the proper amount of opening of the inlet-valve for the circulating-pump?

77. Feed-pump pet cock or valve: Where is it placed? What is its use? How does it act? Is it always a necessary fitting?

78. What are some of the ways of fastening the ends of surface-condenser tubes? About what size and about what thickness are condenser-tubes? What parts of a surface condenser are made of brass?

79. What is a blow-through valve or cock? To what is it attached? There is sometimes a valve that when opened admits steam from the slide-valve casing to the exhaust port: What is its use? To which cylinder is it fitted?

80. What are snifting-valves? Why are they generally omitted now?

81. What connections are generally fitted to the donkey-pump, and to what services can it be applied?

82. When the engines are stopped with steam up, what are to be shut and what are to be opened?

83. How is an engine heated up before starting? What precautionary examinations are made before starting?

84. What is an interceptor or catch-water? Where is it fixed, what is its construction, how does it act, and what attention does it require?

85. Describe an air-pump bucket with its valve or valves and its packing. Of what are the valves generally made?

86. Of what materials are air-pump rods made? Why so?

87. What is the racing of the engine? When does it occur? What danger attaches to it? What is done to prevent it?

88. When under way, when the air-pump bucket is at the top of its stroke, at what height is the water in the condenser?

89. What is meant by the "pitch" of a screw propeller? How is it measured?

90. Explain the difference between a "right-hand" and a "left-hand" propeller, and state how each of them revolves.

91. What is the slip of a screw propeller? How is its amount expressed in figures?

92. Which of the valves about engines and boilers have to be worked by hand, which of them work self-acting, and which are worked by the motion of the engine?

93. Why is soda sometimes put into a boiler, and how is it put in when under way? What is the kind of soda used?

94. Tallow-cups for cylinders were sometimes made with two small cocks, or with only one small cock, or with one large hollow plug-cock, or with one small cock and a valve: which of these are suitable for a high-pressure cylinder, and which for the cylinder of a condensing-engine? Describe how the cup with only one small cock is used. What is now generally used instead of these? How has this change come about?

95. Does a cylinder escape-valve, self-acting, allow all the water to escape; if not, how much is left in the cylinder?

96. What is a "steam lubricator" (sometimes called an "impermeator")? Explain its action. To what part of the engine is it connected? Whether will throwing cold water over it make it work faster or slower? Describe the one used in your last steamer.

97. A common paddle-wheel: Of what is the centre made? Of what are the arms formed? What is the form of the bolts which attach the floats to the arms? How are the arms attached to the centres?

98. Why have some paddle-wheels one or more cast-iron floats in each wheel? With what engines are these most required? At what part of the circumference are they placed?

99. Why are paddle-wheel floats sometimes made of different breadths in the same wheel? With what description of engine is this most needed? Where are the broad floats placed, and where are the narrow floats placed in the circumference of the wheel?

100. What difference is there between a radial paddle-wheel and one with feathering floats? What is the object of feathering floats? Are all the eccentric rods attached in the same way, and are they all of the same form?

101. Whereabout is the centre of the eccentric of a paddle-wheel with feathering floats placed? In that case are the feathering levers on the striking-face or on the back of the float? When the paddle-shaft has an outer bearing, how is the eccentric made?

102. Of what materials are the working-surfaces of a paddle-wheel with feathering floats? How are they lubricated?

103. What is a "disconnecting paddle-engine"? At what place is the disconnecting effected? How is it accomplished? In which of the cranks of a disconnecting engine are the crank-pins fixed?

104. Whether is link-motion valve-gear or the loose eccentric generally used for disconnecting paddle-engines? For what steamers are disconnecting paddle-engines frequently employed?

105. What are expansion joints? Where are they necessary? What attention do they require? Of what should the working-surfaces be made?

106. What omission in the construction of expansion joints may lead to a serious accident when steam is first applied? How is this prevented in the construction of a steam trunnion-pipe for an oscillating-engine?

107. Describe an oil-cup with a siphon worsted. How is the worsted arranged? How is it cleaned? How far down the tube does it extend?

108. Describe a thrust bearing. Which of the surfaces wears? Why are there sometimes a number of oil-tubes for one thrust bearing?

109. What parts of a screw-shaft are generally covered with brass? Why is this necessary? About what thickness is the brass?

110. What is the stern-tube or screw-shaft pipe? Why is a pipe of such a length required? Of what is it made? How is it fixed at each end?

111. What is a lignum-vitæ bearing? How is the wood fitted? Where is such a bearing generally used?

112. How is a screw propeller fixed on the shaft? What means are used to prevent its getting loose at sea?

113. Where are sluice-valves placed? What large sluice-valve is there in almost all screw-steamers? From what position should this valve be worked? Why so? What attention should it receive?

114. With a condensing-engine, what valves or cocks are on the skin of the ship, in the engine-room, and in the stoke-hole?

115. What are the necessary fittings of a marine boiler?

116. With a surface-condensing engine, what cocks or valves are opened some time before the engine is started so as to be ready for starting whenever the order is given?

117. What is a steam-jacket? What cocks are on it? In what engines are jackets most generally used? Do they require to be felted?

118. What parts of an engine or its fittings should be felted or otherwise protected from radiation?

119. What are the small cylinders sometimes fitted on the slide-valve casing-cover of vertical engines? Explain their action. To what are they connected by a pipe? Why so?

120. Name the principal pipes in connection with the engines and boilers of a steamer, and state to what the ends of these pipes are connected.

121. Through what cocks or valves, pipes, and chambers does the water pass on its way from the sea-inlet rose-plate to the water-space of the boiler with a jet condenser?

122. Through what cocks or valves, pipes, and chambers does the circulating water of a surface condenser pass?

123. Through what cocks or valves, pipes, and chambers does the steam pass from the boiler until it is in the form of water in the hot well?

124. Name the pieces of the engine through which the pressure of the steam is transmitted from the piston to the screw propeller. Name them in the order in which they act.

125. What is an air-vessel? How does it act? At what parts of an engine or of its fittings are air-vessels generally applied?

126. What is the construction of a mud-box? Where should mud-boxes be placed? Why are they necessary? How should the space be divided by the rose-plate, and why?

127. What is a trunk-engine? Why has it fallen into disuse?

128. What is an oscillating-engine? For what steamers are oscillating-engines generally adopted? Why? How is the steam conveyed to and from the slide-valve casing?

129. Of what parts does the valve-motion gear of an oscillating-engine consist?

130. For what have geared engines sometimes been used? Of what were the cogs of the large wheel made?

131. At what part of a screw-steamer is the pressure that propels it applied to the hull?

132. At what part of a paddle-steamer is the pressure that propels it applied to the hull?

133. About how much fuel per indicated horse-power per hour is required by modern steam-engines, common, compound, and triple expansion?

134. What is the explanation of the economy of the surface condenser?

135. What is the construction of a surface condenser? Of what are its tubes made? How are they fixed? How are they kept tight? What is done with a split tube?

136. Where do surface condensers foul? How are they cleaned?

137. What non-conducting substances are employed to prevent radiation, and how are they applied?

138. In the construction of smoke-box doors and of dry uptakes, what provision is made to lessen the amount of radiation?

139. How can the formation of black smoke be prevented? Describe smoke-preventing apparatus.

140. What is meant by "circulation" in a boiler, and what are the results of defective circulation?

141. What means are sometimes adopted to improve the circulation in a boiler?

142. By what arrangement is the circulation promoted in a "hay-stack" boiler?

143. Describe a ship's side air-pump discharge-valve. In what respects does it sometimes differ from a common stop-valve, and what attention does it require?

144. What is the construction of a feed escape-valve, to what is its discharge connected, and how is its loading regulated? Where should the escaping water flow?

145. When there is no feed escape-valve, what is the arrangement of the feed valves or cocks?

146. What is the measure of a horse-power? How is indicated horse-power ascertained?

147. Has "nominal horse-power" a fixed meaning? What is the use of this expression? What is generally taken as the measure of 1-horse power nominal?

148. What is "back pressure" in a cylinder? About how much is it in each of the cylinders in your last steamer? Is excessive cushioning ever a trouble under certain conditions in modern engines? Say when and why and in which cylinder this occurs.

149. What is meant by "speed of piston"? About how much is the speed of piston in modern marine engines?

150. What is "atmospheric pressure"? What is its average amount? What instrument tells this amount?

151. What is "gross pressure" or "absolute pressure"? What pressure is it that is shown by steam-gauge?

152. What is meant by "cutting off" steam? How is it done? What part of the valve regulates the cut-off?

153. What is a piston slide-valve? Describe its construction. Why are such frequently employed in place of the common slide-valve? What is a great drawback to the use of these valves?

154. What fixes the time of closing the exhaust? After the exhaust is closed and before the port opens for steam, what becomes of the steam that is in the cylinder?

155. What is the "lead" of the valve? What is its object? About what amount is it?

156. What is the "cover" or "lap" of the valve? What is its object? About what proportion of the stroke of the valve is it made?

157. What is the "exhaust cover" of a slide-valve? What is its effect upon cushioning and upon exhaust?

158. What is "minus cover" or "minus lap" on the exhaust? What is its effect upon the exhaust and upon cushioning?

159. What is "cushioning" or "compression" in a steam-cylinder? How is it affected by the amount of cover or of minus cover there may be upon the exhaust? How is it affected by the exhaust pressure?

160. What is "mean effective pressure"? How is its amount ascertained?

161. What is a dial vacuum-gauge? What is its construction? For what is it used? About what amount should it show when the engine is working all right? What effect has the variations it indicates on the performance of the engine?

162. Does the vacuum-gauge enable you to tell what pressure there is in the condenser, or must you have recourse also to the barometer to arrive at that? How would you ascertain the actual amount of back pressure there is in the condenser?

163. What is a barometer? What is its construction? Is a barometer sometimes used instead of a vacuum-gauge? In what respect does the weather barometer differ from the vacuum-gauge barometer?

164. The common vacuum-gauge and the common steam-gauge: In which of them are the graduations marked from atmospheric pressure? Does either of them tell what is the actual pressure in the boiler or in the condenser?

165. Do steam and vacuum gauges vary with the variations of the weather barometer? When the weather barometer varies from 29 to 31, how much will the vacuum-gauge vary, and how will that effect the working of the engine? Why?

166. Vacuum is generally stated as so many inches: What is meant by say 20 inches vacuum? What does that tell us about the absolute pressure of the vapour then in the condenser?

167. From what depth will a pump draw water? Is there any limit? Why?

168. What is vacuum? Can vacuum move a piston? When the temperature of the water in the condenser is 212°, what is the greatest degree of vacuum there can then be in the condenser?

169. What is a thermometer? Its construction? What is the property of matter that is the principle of its construction? What temperatures are regularly noted by careful engineers?

170. What is the temperature of (1) melting ice, (2) of boiling water, (3) of steam about 60 lb. pressure by the steam-gauge, (4) of steam about 100 lb., and (5) of steam about 150 lb., also (6) of smoke in the funnel, and (7) of water in the hot well?

171. What is meant by the "conduction" of heat? Give examples of it in the boiler and in the engine.

172. What is meant by the "convection" of heat? Give examples of it in the boiler and in the engine.

173. What is meant by "radiation" of heat? Give examples of it in the boiler and in the engine.

174. Which is convection, which is radiation, and which is conduction in the following cases: (1) Heat from the glowing fuel to the furnace-crown,

(2) heat passing from one side of the furnace-crown plate to the other, (3) heat passing from the steam-pipes in the engine-room, (4) the heat of evaporation?

175. What are the effective heating-surfaces of a marine boiler?

176. What parts of a marine engine are exposed to danger when the temperature is below freezing-point?

177. What precautions are necessary in cold climates when the temperature is below freezing-point?

178. State as many ways as you can by which a boiler might not get its full feed. A boiler, or one of a set of boilers, gets short of water although the feed-valve is open its proper amount: to what causes might this be due?

179. Of what are furnace-bars generally made? About what thickness are they at the top? About what space is between them? Whether are the bars put further apart for Newcastle coal or for Welsh coal?

180. Which burns faster, Newcastle coal or Welsh coal? Which is the flaming coal? Which makes most smoke?

181. About how many tons of steam-coal will be burnt per day in four furnaces, each 3 ft. wide and of about the usual length? On what grounds do you say so?

182. About how many tons of steam-coal will be burnt per day with good triple-expansion engines to drive an ordinary steamer of 40 ft. beam ten knots an hour by steam alone? On what grounds do you say so? What percentage more coal would be required to propel the same steamer one knot faster?

183. About how many tons of steam-coal will be burnt per day with a good triple-expansion engine, surface condensers, the low-pressure cylinder 60 in. diameter, doing average work? On what grounds do you say so?

184. A pair of inverted-cylinder direct-acting engines; there is a liner half an inch thick between the ahead eccentric-rod and the eccentric-strap; in overhauling the engine this piece is lost and forgotten: what difference will its omission make in the working of the engine, on the admission, on the cut-off, and on the exhaust of the steam? Which will take place earlier and which later, distinguishing between the upstroke and the downstroke?

185. A pair of inverted-cylinder direct-acting engines driving a right-hand screw: on which of the cross-head guide-bars is the pressure greatest in the upstroke, and on which in the downstroke?

186. A screw propeller is getting loose, it has a little play on the shaft, sideways on the key or feather: how will this show in the engine-room?

187. How would you prove whether the centre line of the trunnions of an oscillating-cylinder be fair with the centre line of the main shaft?

188. How can the fairness of a line of screw-shafting be tested without lifting the shafts?

189. Where are steel forgings generally used in marine engines?

190. What is the composition of nickel steel? Where is it sometimes used in engines and boilers?

191. How is forced draught generated on board ship and supplied to boiler-furnaces? Is the air heated before delivery; if so, how?

192. What is "induced" draught? Compare the merits of "forced" and of "induced" draughts.

193. How is the intensity of the draught measured? What is the usual pressure employed in the mercantile marine?

194. An explosive gas is liberated from bunker coal; usually in well-ventilated bunkers this gas escapes into the atmosphere without doing harm, in ill-ventilated bunkers the gas, after mixing with a certain proportion of common air, has been known to explode when a naked light has been brought in contact with it: What is the composition of the gas? Where is it found—in bunkers, 'tween decks, pockets, and coal-shoots? How may it be got rid of as soon as it evolves from the coal? How many cubic feet of air to one of the gas forms a violent explosive mixture?

195. A lighted lamp or candle has sometimes been lowered into an apparently empty paraffin-tank and produced an explosion resulting in injury to the person holding the light: what did the tank probably contain, and what produced the explosion?

196. In vessels carrying coal cargoes it has been observed that, generally speaking, the gas which escapes from the body of the coal is found more abundantly in the forward end of the hold than at the after end: why should this be so?

197. In recently opened ballast-tanks, double bottoms, and boilers a light lowered into either has sometimes been extinguished: what would, in all probability, cause this?

198. In double-bottom steamers where does the bilge-water lie, and where are the roses of the bilge-pipes fitted?

199. What is the advantage of a large rose over a small one?

200. Why, especially in vessels carrying cargoes liable to shift, should engine bilge-suctions be fitted to both wings of the bilge?

201. In a heavily listed vessel, why is it difficult to keep steam?

202. If the engine bilge-pumps get choked and water accumulates in the stokehold bilges, what effect does the water have upon the bilge-boards and stokehold-plates when the ship is rolling violently?

203. In a triple-expansion engine what spare gear do you consider necessary in the case of a foreign-going ship? Also, what stores would you provide for a voyage to England?

204. What means are sometimes provided for temporarily coupling together the broken parts of, say, a tunnel-shaft? Describe the fitting.

205. Does the pressure on the thrust collars vary with the horse-power, or with the speed of the ship, or how?

206. If the holding-down bolts of a thrust bearing should become slack, what effect would it have upon the working of the engines?

207. In an engine with three cranks which of the three is subject to the greatest torsional stress (1) in going ahead, (2) in going astern?

208. Is it usual to make the crank-shaft of a triple- or quadruple-expansion engine in one piece? And is the diameter of the shaft uniform from end to end? Give your reasons for the practice which obtains.

209. In a "built" crank-shaft how are the webs rigidly secured to the pins and to the body of shaft?

210. There are various descriptions of donkey-engines in use on board ship for pumping purposes; some pumps are fitted with escape-valves, some are not: why should this be?

211. Explain the functions of an air-vessel fitted to a feed-pump. Make rough hand sketches of (1) a satisfactory vessel, (2) an unsatisfactory vessel, where, say, the air-spring has been destroyed by carelessness, or has never been properly provided.

212. Should cocks or escape-valves be fitted to air-vessels: why, or why not?

213. Where, by preference, should the escape-valve of a feed-pump be placed? Why?
214. Scum-cocks are sometimes fitted to boiler-shells at a height convenient for engineers to manipulate when standing in the stokehold; the scum-pipes in such cases are led upward, inside the boiler, to a little above the combustion-chamber tops: what danger may arise from this arrangement?
215. Cocks for testing the water-level of boilers are sometimes fitted within reach of the engineer who is standing in the stokehold; these may have internal pipes leading upward and terminating at various levels: under what circumstances may these become misleading?
216. Why should the pipe which leads from the bottom of the water-gauge column to the bottom of the boiler-front, or back, be covered with non-conducting material? Why, also, should it never have lengthy horizontal bends?
217. In your own experience, how frequently is this pipe removed and cleared?
218. Why, even with the best of water-gauges, is it advisable to occasionally use the drain-cock?
219. Steam-loops have sometimes been inadvertently made in the length of piping leading from the top of the water-gauge column to the top of the boiler: roughly sketch such a loop, and explain the danger arising from its existence.
220. Describe your method of thoroughly testing the water-gauge system to satisfy yourself that all the cocks and pipes are clear. [Your answer can be written on a supplementary sheet of foolscap, which the Examiner will hand you. Hand-sketches, mere lines indicating pipes and circles indicating cocks, should be made. Identify the cocks and pipes by letters or numerals.]
221. Describe the construction of a water-tube boiler, mentioning the type selected.
222. In a water-tube boiler, how is an economizer fitted, and what is its duty?
223. How is the water-gauge fitted? Are glass gauges used?
224. The pressure of the steam in water-tube boilers is sometimes greater than at the engines: why is this, and what percentage above the engine-pressure does it amount to? How is this difference of pressure maintained?
225. Describe any automatic method of feeding water-tube boilers. Of what materials are the tubes made?
226. Describe the construction of any steam-turbine you are acquainted with which is used on board ship. How is the expansion of steam effected? How many propeller-shafts are employed, and how many propellers?
227. Is the same power available to go astern as to go ahead?
228. Of what material are the propellers made?
229. How many pounds of coal per indicated horse-power per hour are burnt with this type of engine? Name the type of boiler in use.
230. Describe one of the several classes of refrigerating machinery in use on board of ship. Several types exist, one being more economical than the rest: which is it?
231. Describe the defects to which the selected type is subject. How are the defects overcome?
232. How frequently are the parts opened out for examination? Name the parts.
233. How frequently are the condensers of refrigerating plants opened for examination? How frequently are the coils tested by hydraulic pressure? On which side of the coil is corrosion most commonly found? Why should this be so?
234. Where ammonia is used in refrigerating machinery, should the machinery by preference be isolated? Why? In reply, give what information you possess bearing on the matter, naming the ships for purposes of identification.
235. Explain how the ammonia is removed from the tubes in which it is supplied, and how passed into the refrigerating-machine.
236. What objection is there to the presence of water in the ammonia?
237. Describe the ammonia process of refrigeration.
238. Of what material are the parts made which are in contact with the ammonia?
239. Are escape-valves fitted to the compressors of ammonia-machines?
240. What is the maximum pressure found in the compressors of ammonia-machines?
241. What kind of pressure and other gauges are used in ammonia machines?
242. Explain how carbonic acid is removed from the tubes in which it is supplied, and how passed into the refrigerating-machine?
243. What objection is there to the presence of water in the carbonic acid?
244. Describe the carbonic-acid process of refrigeration.
245. Of what material are the parts made which are in contact with the carbonic acid?
246. Are escape-valves fitted to the compressors of carbonic-acid machines?
247. What is the maximum pressure found in the compressors of carbonic-acid machines?
248. What kind of pressure and other gauges are used in carbonic-acid machines?
249. In which type of machine is brine used? What is its density? Where does it circulate?
250. Are fans for circulating air used in any of these processes? If yes, why are they necessary?
251. What means are in some cases employed for ascertaining the temperatures of refrigerating-chambers without entering them?
252. What effect may the swabbing of the compressor piston-rods have upon the working of refrigerating machinery?
253. What is a rectifier? Explain its use.
254. Describe the cold-air process of refrigeration.
255. Of what material are the air-suction and delivery valves made? How are the valves kept on their seats?
256. How many compressors are there to a cold-air machine?
257. What is the duty of the expansion cylinder of a cold-air machine?
258. What objection is there to the presence of moisture in the air passed through the cold-air machine?
259. How is water to some extent removed from the air? What is the minimum temperature of the air?
260. What is the maximum pressure found in the compressors of cold-air machines?
261. What kind of pressure and other gauges are used in cold-air machines?
262. In refrigerating-engines generally, to where is the exhaust steam led?
263. Cold-air chambers on board ship are insulated: how insulated, and why?
264. Is it prudent to allow the wires of an electric circuit to pass through the insulation? Explain fully.

265. Describe the construction of a feed-water heater, and give the name of its manufacturer.

266. Describe any well-known ash-ejector.

267. Describe any well-known independent feed-pumps.

268. Are independent feed-pumps automatic in their action? Explain the action.

269. What advantage, if any, have independent feed-pumps over feed-pumps worked by the main engines?

270. To about what temperature is the feed-water raised by passing through a feed-heater?

271. What fittings are usually placed on a feed-heater? Why are they necessary?

272. Describe the construction of a feed-filter, enumerating its valves and cocks.

273. How can the filter be cleaned? and what ingredients are generally removed when cleaning takes place?

274. What is the intercepting material made of? How is it fitted?

275. Describe an evaporator, and mention the type.

276. What fittings are necessary with evaporators?

277. How is the brine got rid of?

278. How may the coils be cleaned?

279. What is a dynamo? Describe its various parts. For what is it used?

280. In what respects does an electric motor differ from a dynamo? Where are electric motors sometimes used on board ship?

281. Describe a system of electric lighting employed on board ship.

282. How is the position of a fault in the circuit discovered?

283. What is "sparking," and may it under some circumstances (naming them) be a danger?

284. What is "short-circuiting," and to what evil may it give rise?

285. What means are employed to prevent any part of the circuit becoming overheated?

286. Describe the features of an arc lamp.

287. Describe the construction of a glow-lamp.

288. What is the usual candle-power of the small glow-lamps in general use on board ship?

289. Define the following terms: Ampere, volt, ohm, watt. What is the measure of an electrical horse-power?

290. Explain the uses of switches, brushes, commutators, cut-outs, field-magnets, armatures, and resistance-coils.

291. Why is it desirable to fit a dynamo in a cool place on board ship?

292. What undesirable effect will ultimately occur to an electric wire whose sectional area is constantly diminishing, say, through corrosion?

293. What danger might arise from leading electric wires through coal-bunkers?

294. Is it better to lead electric wires above or below side scuttles? Why?

295. What instruments are used on board ship to ascertain the strength of an electric current?

296. Many ocean-going steamers are fitted with hydraulic cranes, &c.: From where do they obtain their power? How is the hydraulic pressure kept at a relatively constant amount?

297. Is any difficulty experienced in working hydraulic cranes in frosty weather; if so, why?

298. Describe any steam steering-gear you are acquainted with.

299. When the helm is put hard over and the ship is going full speed ahead, what prevents the rudder returning to the amidship position?

300. In the case of a steamship under way does the officer or man manipulating the steam steering-wheel overcome any resistance exerted by the rudder?

301. Explain clearly what is being done by a helmsman manipulating the wheel of a steam steering-engine.

302. Is there any difference between the amount of horse-power required to put a helm hard over, in a given time, when the vessel is going full speed ahead and when she is going full speed astern? [This question refers to the case of a steamer fitted with one rudder only, and demands a more complete answer than merely "Yes" or "No."]

303. What precautions should be taken before removing a manhole-door of a steam boiler? In the absence of such precautions what casualties might occur?

304. Describe the chief features of the engine-governor fitted to a steamer you have served in. Describe its action. Give the maker's name, and name of ship.

NOTE.—The following six questions refer to oil-motors fitted to launches which carry passengers:—

305. Name the principal parts of an oil-motor, and briefly state their functions. Give the name of the makers of the motor.

306. What kind of oil is usually employed in oil-motors? What is its flash-point? What is its specific gravity? What is its calorific power? What precautions are taken in its storage to guard the public against casualty by fire or explosion?

307. How many cylinders are generally used in oil-motors? What kind of pistons are fitted? How frequently (measured in revolutions) is explosion per cylinder effected? How is explosion in the cylinder carried out?

308. Describe how an oil-motor is started. If starting prove difficult, where would you chiefly look for defects? How is piston speed modified? How is the speed of vessel varied? How is reversing effected?

309. Before examining an oil-motor with a naked light, what steps should be taken for safety's sake?

310. How frequently should an oil-motor, working 12 hours a day, be opened up for examination, cleaned, and its parts readjusted? What difficulty arises when the internal parts become foul with carbonised oil?

NOTE.—Questions isolated from their context should be read in the light of the context. Thus, the "sparking" referred to in question 283 relates to the sparking in an electric-lighting circuit on board ship (see question 281).

#### APPENDIX C.

EXAMINATION IN ROUGH WORKING-DRAWING FOR A FIRST-CLASS ENGINEER'S CERTIFICATE OF COMPETENCY.

Form Exn. 17.

1. THE regulations of the Marine Department in regard to the qualifications of a candidate for a first-class engineer's certificate of competency specify that—

"He must be able to make rough working-drawings of the different parts of the engines and boilers:

"He must be able to state the general proportions borne by the principal parts of the machinery to each other."

2. In accordance with these clauses a candidate for a first-class certificate is required to make a rough working-drawing of the parts specified, as on pages and . An engineer who has been some years in charge of marine engines and boilers ought by this time to have familiarly in his mind the general construction of at least one set of engines and boilers—say, that set he was last with. Fine drawing is not expected, and in the proportion of the parts a wide margin will be allowed. Absurd dimensions will be failure in practical knowledge.

3. The drawing must, however, be practically a working-drawing, giving a sufficient number of views to show the parts fully—sections, plans, or elevations, just as the candidate would require to be supplied to him if he had to make the parts to the design of another person.

4. A clear hand-sketch, showing the construction completely, and fully dimensioned, will be accepted if the candidate prefers this alternative.

5. A portion only of the parts specified may be accepted in place of the whole, if that portion is sufficient to show that the candidate has a good practical idea of the construction of the parts, and a fair notion of their general proportions or dimensions.

6. Candidates are hereby cautioned not to put on paper what they have not fully considered, and deliberately intend to be understood, as their statement of what they know about the construction of any part required.

7. The statements given in by a candidate may be in themselves apparently of little importance; but, as sample material from which the state of the candidate's knowledge of engines and boilers is to be inferred, every detail which is glaringly inconsistent with a sound knowledge of the use of the part, or in which an essential consideration has evidently been overlooked, is an important element in the description which the candidate is giving of his own qualifications.

8. The candidate is advised not to begin more than he can clearly finish in the time allowed. An important object in this part of the examination is to ascertain whether the candidate can be trusted to mark all necessary dimensions upon a sketch or a drawing. The test of this is practically the making of the part from the sketch without having to supply additional dimensions, and without measuring the drawing. To prove this ability the candidate must fully dimension the parts shown in his sketch or drawing, notwithstanding that the parts may be correctly drawn to scale. A drawing is fully dimensioned when no part of it is left to the option of the party who is to work to the drawing.

9. To prevent misunderstanding, however, when the candidate has been led into showing more of the details than he has time fully to finish, he should name, in the statement on the other side, the particular parts which he has fully dimensioned.

10. All dimensions should have lines and darts, to indicate distinctly the points between which the dimensions are given.

11. Beware of writing cross-dimensions upon centre lines, or upon longitudinal-dimension lines. [This is not an order, but a recommendation.]

12. The candidate is not expected to design anything; he has merely to sketch or draw something with which he is expected to be already familiar. At the same time he should call attention to any defect in the design of the article or apparatus. Omission to do so will imply want of practical knowledge.

13. Pencil in nothing after half past 3. All the dimensions, the figures, and the darts must be inked

in. Employ the remaining time in examining the drawing and in inking in any figures which may have been before overlooked, and in checking the dimensions.

14. Make sure that you will have sufficient room on the drawing-sheet to show all the necessary views. You can have another sheet of drawing-paper if necessary. All the paper used must be forwarded with the drawing.

(Specimen.)

SUBJECT FOR EXAMINATION IN ROUGH WORKING-DRAWING.

Form Ern. 17a.

(Read the foregoing General Instructions.)

A COMMON SLIDE-VALVE, with its spindle. Show also an outline section of the parts at the cylinder-face. Show the provision for connecting the slide-valve to the spindle.

The candidate is requested to fill up the following, and to attach this paper to his drawing.

*Statement by the Candidate.*

The accompanying drawing, made by me this day without referring to any document, and without the assistance of any person, is intended by me to be sufficient for the new construction of the parts above described, to fit the places of similar parts which are to be removed. The construction is similar to what I have been with in the steamer, but the dimensions may be different.\*

- The diameter of the cylinder is
- The stroke of the piston is
- The stroke of the valve is
- The cover at top end on steam side is
- The cover at bottom end on steam side is
- The lead at top is intended to be
- The lead at bottom is intended to be
- The inside cover is + or —
- The thickness of the face of valve is
- The thickness of the body of valve is
- The greatest opening for steam will be
- That gives an area equal to one
- The opening for exhaust when the crank is on the top centre is
- That gives an area equal to th of piston.
- † The length of the connecting-rod is
- † The valve will cut off steam on the downstroke at
- † The valve will cut off steam on the upstroke at

The parts fully dimensioned in ink are  
Dated at this day of

19

Applicant.

APPENDIX D.

READING THE WATER-GAUGES.

NOTWITHSTANDING that the reading of the water-gauge is made a special feature in the examination of engineers, many boiler casualties result from the engineer of the watch either not understanding the construction of the water-gauge fittings or not satisfying himself by actual trial that the cocks, pipes, &c., are clear.

\* Run the pen through the words that do not apply.  
† The candidate may omit this part if he chooses.

In one case two furnace-crowns came down in a steamer that was just starting on a voyage. The engineers were satisfied that there was plenty of water in the boiler, because the water-gauge showed full glass, and they called the attention of a Board of Trade Surveyor to this fact as being conclusive evidence that the casualty could not have resulted from shortness of water. On examination of the fittings, however, it was found that the cock between the boiler and the steam-pipe leading to the gauge was shut, having been carelessly left in that position on the previous day, when the mountings were overhauled for survey. Directly the cock was opened the water disappeared from the gauge-glass, and the second engineer admitted that he had blown down the boiler in order to lower the water-level, as the glass was full.

Many steamers have had their furnaces brought down at sea in a similar manner to the above through what the engineers of the watch have called "false water in the glass," and which, on examination, has been found to result from the top communication being choked.

These casualties resulted from what, to say the least, was bad management, not false water.

Unless a candidate under examination is able to prove that he understands how to verify the indications of the water-gauge, he should not be passed in practical knowledge; and, as failure in practical knowledge involves the candidate going to sea for another three months before being eligible for re-examination, the Examiner should explain to such candidate his error, after failing him, in order to prevent further casualties resulting from his want of knowledge on this subject.

The sketches, Figs. 1, 2, 3, 4, and 5, Plate I, represent the usual methods of attaching water-gauge mountings to marine boilers. The important features in each gauge and the method of verifying its indications are dealt with separately in the following remarks.

*Referring to Fig. 1 only.*

In this case the water-gauge cocks are attached direct to the boiler, and the accuracy of the gauge when the boiler is under steam can be tested as follows:—

First.—Let B remain open, then close cock D and open cock E, and if steam issues it proves that cock B and the passage through the top fitting and gauge-glass are clear. If no steam or water issues, either cock B or the passage through the top fitting and gauge-glass is choked, and the gauge cannot act properly until the obstruction is removed.

Second.—Close cock B and open D and E, and if water issues cock D is clear. If no water or steam issues, either cock D or the passage from the boiler through the lower fitting is choked, and must be cleared before the gauge can act properly.

*Referring to Fig. 2 only.*

In this case the gauge-cocks are attached to a bent pipe of comparatively large diameter (at least 3 in. in the bore), the upper end of which communicates with the steam-space, and the lower end with the water-space of the boiler. Owing to the bore of the pipe being large it is not liable to become choked or stopped under the ordinary conditions of working. The water-gauge is therefore in practically the same condition as if it were attached direct to the boiler as in Fig. 1.

This gauge, when at work, is tested in precisely the same manner as the one shown in Fig. 1.

Screw-plugs are inserted at P P and Q Q by the removal of which the apertures in the pipe can be cleared, if necessary, by the insertion of a wire or rod when steam is down.

*Referring to Fig. 3 only.*

In this gauge there is an open communication from A to C through the column Y, and in order to "blow through the glass" it is only necessary to shut cocks D and B alternately, keeping E open. But to "blow through the water-gauge," including the pipes H and I, it is necessary, after blowing through the glass as described above, to shut A and C alternately, at the same time keeping B, D, and E open for such time as will insure the complete discharge of the contents of the gauge and its connections. When B, D, and C are clear and A choked, the steam lodging in the glass and in the pipe I leading from Y to A becomes condensed, and the water flowing through C to take its place rises in column Y and in the glass to a level above that of the water in the boiler. In other words, the gauge shows a false level. If now E be opened and water is blown out, then on E being again closed the water in the gauge will rise higher than before and be still further misleading. On the other hand, when B, D, and A are clear and C choked, the water (if any) in the glass is trapped, and no longer rises and falls with the water in the boiler or with the motion of the vessel; it, however, slowly rises in the glass owing to condensation of the steam in the upper part of the gauge until such time as E is opened, when the whole of the water in the glass is blown out, and on E being closed the glass does not show any water, notwithstanding that the water in the boiler may be at the proper level. When the test-cocks T T are attached to column Y, as shown in Fig. 3, they cease to be reliable when either cock A or C or the pipe in connection therewith is choked or nearly choked.

*Referring to Fig. 4 only.*

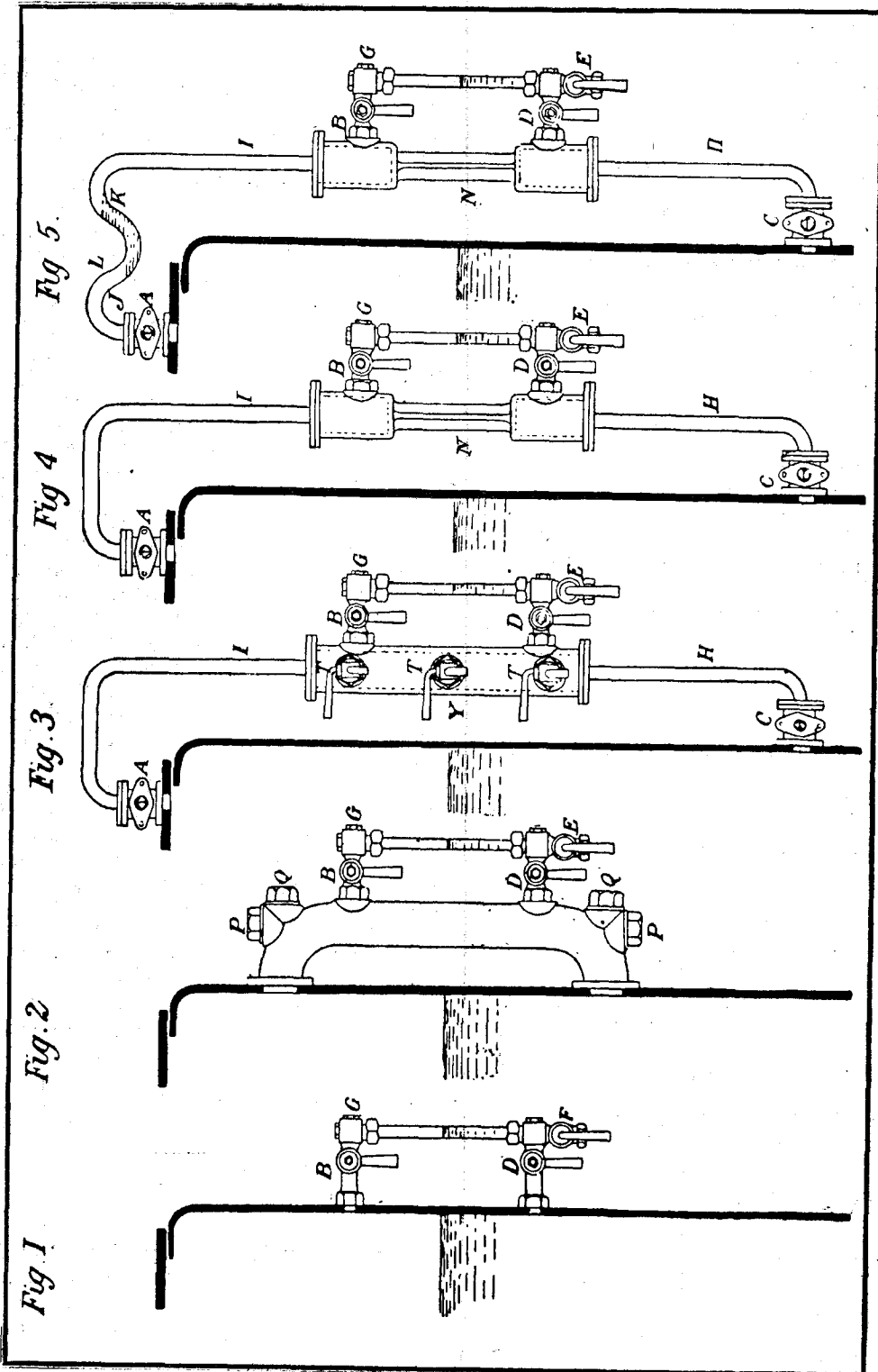
Sometimes the water-gauge fittings are arranged as shown in Figs. 4 and 5, with no passage up the column, the central portion (N) of the column being simply a pillar or connecting-piece of any convenient section between the upper and lower portions to which the cocks B and D are attached.

By this arrangement double communications are obviated, and there is no need for what is known as "double shut-off" in testing the accuracy of the gauge. When, however, the gauges are constructed in this manner the cocks B and D are unreliable as test-cocks in the event of there being no water in the gauge. This feature should be carefully noted. Moreover, when in working-condition the reduction of pressure in the glass which arises when E is opened causes the water in pipe H to rise above its normal level. This objectionable feature should also be noted.

*Referring to Fig. 5 only.*

Sometimes there is a bend (L) in the steam-pipe (I) leading from cock A to cock B. This has occasionally escaped observation when new boilers have been fitted on board ship. In most cases this bend arises from the pipe being led in an abnormal direction to escape other pipes, beams, or fittings near the smoke-box. With such a bend the condensed steam collects in the pipe and falls to the bottom of the bend, and in time





it completely fills the pipe from J to K. The steam from K down to the level of the water in the glass is thereby trapped, and as condensation proceeds leads to a reduction of pressure in the pipe below that of the boiler and an equivalent rise of the water in the bend and also in the gauge-glass. When the vessel is quiescent the water in the gauge-glass increases in height until cock E is opened, or until the pressure in the boiler is so much in excess of that in the lower part of pipe I as to cause the water in the bend to be blown into the gauge-glass. In either case instantaneous change of water-level ensues.

In the ordinary course of working the phenomenon described above is more or less modified by the presence of air in the upper part of the gauge, and by the rise and fall of the water in the boiler and gauge-glass arising from the rolling or pitching motions of the vessel.

*Other Special Points to be noted.*

When the cocks A and C are omitted, as in Fig. 2, it is owing to the bore of the standpipe being sufficiently large to enable it to be regarded as part of the boiler. Such pipes require, however, to be examined and cleared at intervals by passing a rod through the holes provided for the purpose at P P and Q Q.

Cocks at A and C are not necessary for the testing of gauges arranged as shown in Figs. 4 and 5. Examiners ought, however, to make sure that candidates are aware of the impossibility of testing the reliability of the indications of water-gauges arranged as in Fig. 3 when the cocks A and C are absent, and of the effect which the choking of cock A or C, or pipe H or I, has on the indications of the test-cocks T T T attached to column Y.

Probably more than half the steamers afloat are fitted with water-gauges as shown in Figs. 3 and 4, and it is therefore specially important that engineer candidates should thoroughly understand their construction, the principle on which they act, and the steps which must be taken to keep them in an efficient condition.

When fitting a gauge-glass into its place it is specially important that it should not be placed so high as to prevent a clearing-rod being inserted at G, Figs 1, 2, 3, 4, and 5. This defect, especially if it occurs in a water-gauge attached to a boiler subject to priming, permits a rapid accumulation of scum around the top of the glass, and results in the choking of the orifice leading from cock B to the gauge-glass in each of the figures.

When a gauge-glass is too short, or is placed either too high or too low in the fittings, it is also liable to become choked by the packing-material being forced over its ends by the glands whilst being screwed up.

The use of unsuitable or insecure internal pipes in connection with either the ordinary glass gauge-cocks of the description shown in Fig. 1, or with test-cocks which are jointed to the boiler itself, should also be carefully guarded against.

Boiler casualties have resulted from the cocks B and D having the working-parts wrongly placed, as shown in Fig. 6, Plate II. In one case of that kind, which forms the subject of Report No. 208 under the Boiler Explosions Acts, the engineer in testing the water-gauge omitted to see that the passages in the cocks B and D were clear *when the handles were in their proper working-position*. This defect could easily have been discovered if proper attention had been paid to the condition of the cocks. A defect of this nature may be due to faulty construction originally, or to the handle of the cock having been

overstrained and the neck twisted. Whether the passages in the plugs are fair and clear can, however, be verified in a few minutes. As an illustration, the water-cock D, Fig. 6, Plate II, can be verified by blowing through E with B shut, and then removing the handle of D to one side until it is just closed, and then to the other side until it is again just closed. The proper working-position of the handle is about equally distant from each of the above positions. The other cocks can be verified in the same manner.

Another serious casualty occurred through the handle of the cock A, Fig. 3, having been twisted from its original position relatively to the orifice of the cock, resulting in the cock being shut when apparently open.

When a water-gauge that is clear in all its parts has been thoroughly blown through, the water in the glass rises above the level at which it formerly stood immediately the drain-cock E is closed, but if left undisturbed for a time it gradually falls to its former position. The amount of rise which occurs on these occasions depends chiefly on the temperature of the contents of the boiler and on the length of the pipes by which column Y is connected top and bottom to the boiler; but in cases where the gauge is of the description illustrated in Figs. 3, 4, and 5 it amounts in high-pressure boilers to about 4 in., while the time occupied by the water in returning to its former level ranges from thirty to forty minutes. The cause of this rise is two-fold—namely, (a) the displacement of the comparatively cold water in pipe H by hotter and proportionately lighter water from the boiler, and (b) a slight condensation of the steam and a corresponding fractional reduction of pressure in pipe I. The cause of the gradual subsidence of the water in the glass to its former level is also of a dual character—namely, (a) the cooling of the water in pipe H, and (b) the diminution in the condensation of steam in pipe I owing to the collection therein of air released from the steam condensed.

These results will, however, be somewhat modified if the water in the boiler is of higher density than in pipe H, and this will nearly always be the case owing to the condensation of the steam in the glass and upper fittings of the water-gauge causing the water in the lower part to be fresher than that in the boiler.

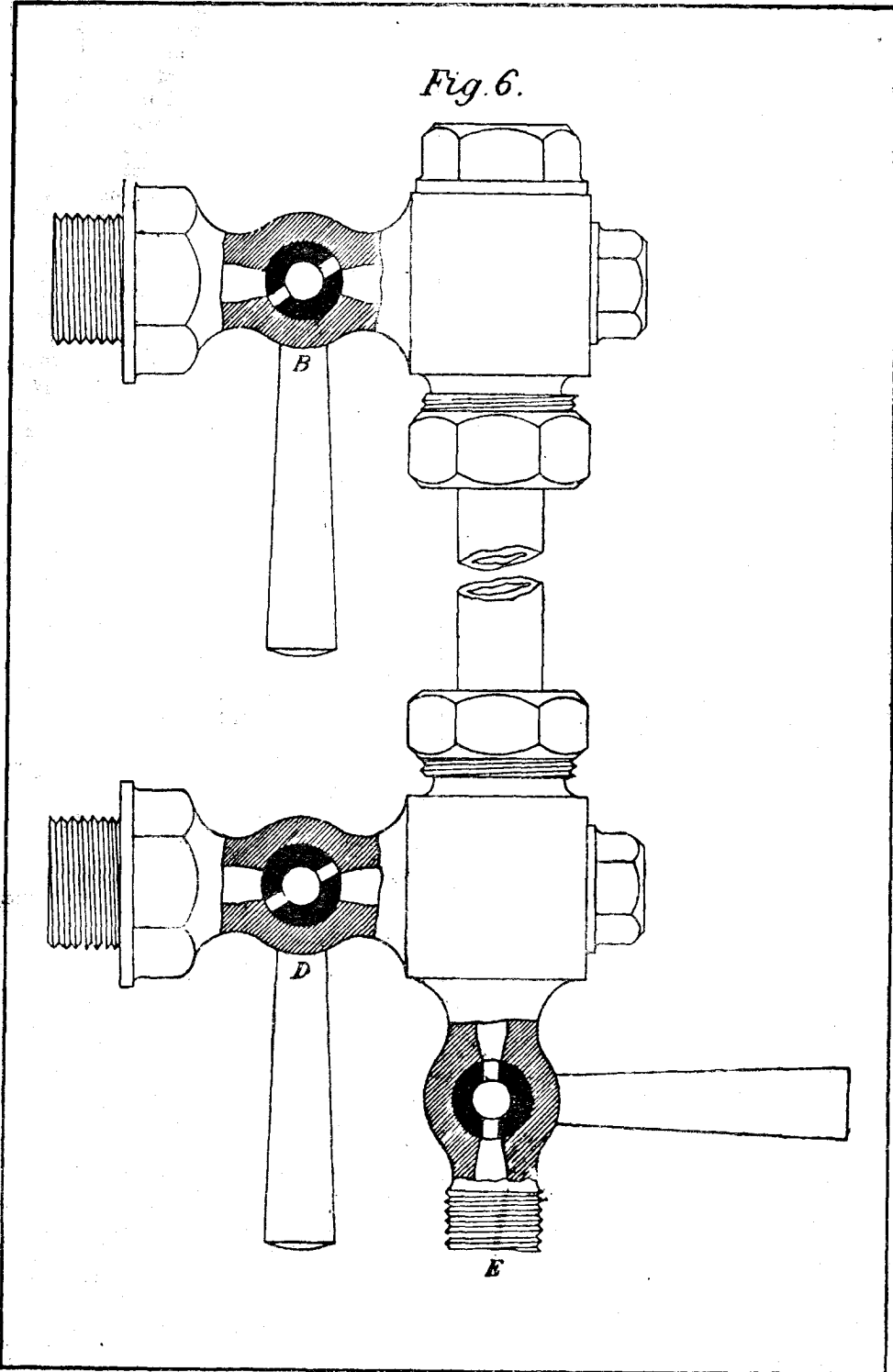
The Examiner should impress upon candidates the necessity for periodically blowing through the water-gauge on each boiler (no matter what the form may be) in a systematic and thorough manner, and in cases where a boiler is fitted with two water-gauges of keeping both in constant use. Finally, he should further impress upon them the necessity for keeping the water-gauges well lighted, clean, and in all respects efficient.

## APPENDIX E.

### EXAMINATION OF MASTERS AND MATES IN STEAM.

THESE examinations are provided for the purpose of giving masters and mates who are possessed of certificates of competency an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam-engine. The Examiners are selected by the Marine Department from the Engineer Surveyors appointed under "The Shipping and Seamen Act, 1903."

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 a candidate fails to pass, his certificates will be at once returned to him.

If he passes, the report (Exn. 15) will be sent to the Chief Examiner of Engineers, and the certificate, together with the form Exn. 2, will be sent to the Marine Department. 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.

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

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. Theoretical questions on calculation 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.

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.

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.

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

Candidates will be required to give written answers to sixteen out of twenty questions taken from the elementary questions printed in Appendix B. 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.

These questions, with the candidates' answers, should be sent to the Chief Examiner of Engineers, with the reports, after each examination.

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.

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.

There is nothing in the regulations requiring that applicants for the voluntary examination shall have

served on board steamships; all that is required is that they shall have a practical knowledge 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.

Examiners will require all candidates to fill up a form (Exn. 15b), and they will forward it to the Chief Examiner of Engineers with the report of the examination.

Masters and mates may cancel questions A, B, and C, but they should fill up the form for questions D, E, F, and G, as evidence of their practical knowledge.

A candidate for this examination is required to have a thorough grasp of the construction of the steam engine and boiler, to enable him, in the first place, to understand the nature and importance of any defect which may be reported to him by the chief engineer, and so that he may work in harmony with him in affording time and facilities for disconnections, inspections, adjustments, and repairs:

To have a looking-on knowledge of what the principal repairs are about engines and boilers and pipes, and how these repairs are accomplished:

To be able to form an independent opinion as to breakdown, and the consequent propriety or impropriety of proceeding under 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 chief 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, the 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 the switches and cut-outs, and why is it so important to prevent short-circuiting taking place.

The candidate has to answer in writing sixteen out of twenty questions selected from the elementary questions (see Appendix B).

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 F.

FORMS USED IN THE EXAMINATIONS OF MARINE ENGINEERS, ENGINEERS OF POWERED VESSELS OTHER THAN STEAM-VESSELS, RIVER ENGINEERS, AND MARINE-ENGINE DRIVERS.

Exn. 1a.—Regulations.

Exn. 1b.—Elementary questions.

Exn. 3.—Application to be examined.

Leaves M1, &c.—Third class: 9 a.m. to 11 a.m.

Leaves N1, &c. " 11 a.m. to 1 p.m.

Exn. 10d.—Face sheet. Second class.

Leaves 201, &c.—Second class: 9 a.m. to 11 a.m.

Leaves 311, &c. " 11 a.m. to 1 p.m.

Leaves 411, &c. " 2 p.m. to 4 p.m.

Exn. 11d.—Face sheet. First class.

Leaves 261, &c.—First class: 9 a.m. to 11 a.m.

Leaves 361, &c. " 11 a.m. to 1 p.m.

Leaves 461, &c. " 2 p.m. to 4 p.m.

Exn. 15.—Examiner's reports.

Exn. 15b.—The form for elementary questions used on the second day of the examination by candidates for second class, and on either the second or the third day by candidates for first class. Candidates who have time between working the arithmetical papers on the first day are allowed to go on with the elementary questions on 15b. The questions are contained in Exn. 1a and in pamphlet Exn. 1b, for use in examination-rooms.

Exn. 15d.—Second-class data sheet for a set of papers.

Exn. 15e.—First-class data sheet for a set of papers.

A corner is cut off the first-class papers to prevent mixing the papers accidentally.

Exn. 17a, b, c, &c.—Subjects for examination in rough working-drawing. The candidates bring their own instruments; the office supplies drawing-boards, paper, and squares.

Leaves Q1, &c.—First-class engineers for vessels propelled by gas, oil, fluid, electricity, or other mechanical power than steam:

9 a.m. to 11 a.m.

Leaves R1, &c. Ditto 11 a.m. to 1 p.m.

Leaves S1, &c.—Second-class engineers for vessels propelled by gas, oil, fluid, electricity, or other mechanical power than steam:

9 a.m. to 11 a.m.

Leaves T1, &c. Ditto 11 a.m. to 1 p.m.

Leaves O1, &c.—River engineers: 9 a.m. to 11 a.m.

Leaves P1, &c. " 11 a.m. to 1 p.m.

Leaves for marine-engine drivers: 9 a.m. to 11 a.m.

Exn. 15.—Examiner's report.

Exn. 16.—Examiner's authority.

*Notice fixing Closing-hours of Motor and Cycle Builders', Dealers', and Repairers' Shops in the City of Nelson under the Shops and Offices Act.*

WHEREAS a requisition in writing, signed by a majority of the occupiers of all the motor and cycle builders', dealers', and repairers' shops in the City of Nelson, has been forwarded to me, desiring that all such shops in the city be closed on Monday, Tuesday, Thursday, and Friday at 6 p.m., at 1 o'clock p.m. on Wednesday (weekly half-holiday), and at 10 o'clock p.m. on Saturday, New Year's and Christmas Eves to be excepted: And whereas the Nelson City Council has certified that the signatures to such requisition represent a majority of the occupiers of all the motor and cycle builders', dealers', and repairers' shops in the city:

Now, therefore, I, John Andrew Millar, the Minister of Labour, in pursuance of section 21 of "The Shops and Offices Act, 1904," and section 5 of "The Shops and Offices Act Amendment Act, 1905," do hereby direct that from and after the 1st day of July, 1907, all the shops mentioned in the City of Nelson shall be closed in accordance with such requisition.

Dated at Wellington, this 19th day of June, 1907.

J. A. MILLAR,  
Minister of Labour.

*Notice fixing Closing-hours of Chemists', Druggists', and Herbalists' Shops in the City of Nelson under the Shops and Offices Act.*

WHEREAS a requisition in writing, signed by a majority of the occupiers of all the chemists', druggists', and herbalists' shops in the City of Nelson, has been forwarded to me, desiring that all such shops in the city be closed on Monday at 8 p.m., Tuesday at 8 p.m., Wednesday

(the weekly half-holiday) at 1 p.m., Thursday at 8 p.m., Friday at 8 p.m., and Saturday at 10 p.m., except that on all holidays shops be allowed to open from 7 p.m. to 9 p.m.: And whereas the Nelson City Council has certified that the signatures to such requisition represent a majority of the occupiers of all the shops mentioned in the city:

Now, therefore, I, John Andrew Millar, the Minister of Labour, in pursuance of section 21 of "The Shops and Offices Act, 1904," and section 5 of "The Shops and Offices Act Amendment Act, 1905," do hereby direct that from and after the 1st day of July, 1907, all the shops mentioned in the City of Nelson shall be closed in accordance with such requisition, excepting that on the statutory half-holiday the shops may be open from 7 p.m. to 9 p.m. only for the supply of medicines and surgical appliances.

Dated at Wellington, this 19th day of June, 1907.

J. A. MILLAR,  
Minister of Labour.

*Cancellation of Notice fixing Closing-hours of Grocers and Storekeepers' Shops in the Borough of Wanganui.*

WHEREAS by notice dated the 25th day of January, 1907, and gazetted on the 31st day of January, 1907, I, John Andrew Millar, the Minister of Labour, in exercise of the powers in that behalf conferred by section 21 of "The Shops and Offices Act, 1904," and section 5 of "The Shops and Offices Act Amendment Act, 1905," and acting in accordance with a requisition duly made and certified as required by those sections, did direct that from and after the 4th day of February, 1907, all grocers and stor-keepers' shops in the Borough of Wanganui be closed at 6 p.m. on Mondays, Tuesdays, Wednesdays, and Fridays, at 1 p.m. on Thursdays (the weekly half-holiday), and at 9 p.m. on Saturdays: And whereas by a like requisition, duly made and certified, the Minister of Labour has been requested to cancel the said notice:

Now, therefore, in compliance with the last-mentioned requisition, and in exercise of the powers conferred upon me by the above-mentioned sections, I do hereby cancel the said notice accordingly; cancellation to take effect from the 30th day of June, 1907.

Dated at Wellington, this 19th day of June, 1907.

J. A. MILLAR,  
Minister of Labour.

*Requisition as to taking Land compulsorily under "The Land for Settlements Consolidation Act, 1900," and its Amendments.*

NOTICE is hereby given that it is intended, on behalf of His Majesty, to take compulsorily, under the provisions of "The Land for Settlements Consolidation Act, 1900," and its amendments, the land the acreage, description, and classification of which, as also the names and addresses of the owners of such land, are specified in the Schedule hereto; and every owner of the land, and also every other person having any estate or interest therein, is hereby required to serve their respective claims for compensation on the Minister of Lands, in the form and manner and within the period provided by the said Acts.

**SCHEDULE.**

**CARRINGTON ESTATE.**

ACREAGE and Description.—All that parcel of land in the Wellington Land District, consisting of Sections Nos. 360, 358, part 365, 366, 119, Block II; 398, 395, 392, 393, 397, 121, 122, 123, 332, 330, part 274, 129, part 130, part 136, part 137, part 204, 140, part 139, part 189, Block VI; and part 394, Block V, of the Tiffin Survey District, 6,178 acres 1 rood 24 perches, more or less.

The Minister's classification of the land: First-class, 2,047 acres; second-class, 4,131 acres.

The land intended to be taken is the whole of the owner's estate.

The owner in fee-simple: William Howard Booth.

Lessee of timber rights: The Public Trustee.

Euphemia Booth, annuitant.

Elizabeth Booth, annuitant.

Alice Gibson Wickham, formerly Alice Gibson Rathbone, annuitant.

Dated at Wellington, this 19th day of June, 1907.

JAMES MCGOWAN,  
For Minister of Lands.

*Regulations for Hire of Diamond Drills.*

Mines Department,  
Wellington, 19th June, 1907.

THREE diamond rock-drills, with a boring-capacity of 2,500 ft., 1,500 ft., and 1,000 ft. respectively, are now in the possession of this Department, and may be hired out on the following conditions:—

1. That the hirer take delivery of the plant at any place decided upon by the Minister of Mines.
2. That a charge of 12s. 3d. be paid to the Minister of Mines for every foot bored by the drill, such payment to be made monthly to the Public Account at any branch of the Bank of New Zealand, the first of such payments to be made at the expiry of one month from the date of boring operations being commenced.
3. The hirer, prior to delivery of the plant, to find approved bond and security for the payment of all charges he may become liable for, and also for the due observance of these conditions.
4. That the plant be returned in good order and condition, less fair wear-and-tear, to the Government Store, Wellington.
5. Any loss or damage to the plant other than that of fair wear-and-tear to be paid for by the hirer.
6. The Superintendent appointed by the Minister shall have sole control of the drill and the workmen employed thereon, and the hirer must comply with his requests *re* housing and care of the plant.
7. The Minister will take no responsibility for any wages other than those of the Superintendent, or for any injury to any workmen, or loss of any plant, or damage to the bore-hole.
8. The Minister may terminate the agreement and remove the drill if the payments are not regularly made, or if any loss or damage be not made good, or the work is unnecessarily delayed; the cost of such removal shall be paid by the hirer, and, if not paid within twenty-one days of the demand, may be recovered as liquidated and ascertained damages.
9. The Minister will pay the wages and expenses of the Superintendent.
10. The hirer to pay all cost of replacing the diamonds.
11. That all disputes shall be settled by arbitration; the hirer and the Minister of Mines to nominate each one representative, who will appoint a referee.
12. For the purposes of the foregoing conditions, "plant" includes all the gear and appliances necessary for working the drills, also the diamonds.

T. H. HAMER,  
Under-Secretary.

*Branch of Friendly Society registered.*

Friendly Societies' Registry Office,  
Wellington, 11th June, 1907.

THE Hakatare Lodge, No. 66, situated at Ashburton, is registered as a branch of the Independent Order of Odd Fellows of New Zealand Friendly Society, under "The Friendly Societies Act, 1882," this 11th day of June, 1907.

ROBT. E. HAYES,  
Registrar of Friendly Societies.

*Branch of Friendly Society registered.*

Friendly Societies' Registry Office,  
Wellington, 19th June, 1907.

THE Grey Lynn Lodge, No. 62, situated at Grey Lynn, Auckland, is registered as a branch of the District Grand Lodge of the North Island of New Zealand of the United Ancient Order of Druids Friendly Society, under "The Friendly Societies Act, 1882," this 19th day of June, 1907.

ROBT. E. HAYES,  
Registrar of Friendly Societies.

*Branch of Friendly Society registered.*

Friendly Societies' Registry Office,  
Wellington, 19th June, 1907.

THE Triumph Lodge, No. 63, situated at Rongotea, Wellington, is registered as a branch of the District Grand Lodge of the North Island of New Zealand of the United Ancient Order of Druids Friendly Society, under "The Friendly Societies Act, 1882," this 19th day of June, 1907.

ROBT. E. HAYES,  
Registrar of Friendly Societies.

NEW ZEALAND METEOROLOGICAL RETURNS, MAY, 1907.

Government Meteorological Observatory.

METEOROLOGICAL Observations, Wellington, for the month of May, 1907. Observations taken at 9 a.m.

Altitude of new observatory, 110 ft.

Date.	Barometer reduced and corrected, in inches.	From Self-registering Instruments, for Twenty-four Hours previously.							Direction of Wind	
		Max. Temp. in Shade.	Min. Temp. in Shade.	Mean Temp. in Shade.	Solar Radiation.	Terrestrial Radiation.	Rainfall, in points (100 to 1 inch).	Veloc. Wind, in Miles.		Amount of Cloud, 0 to 10.
1	29-839	Fah. 57.0	Fah. 50.0	Fah. 53.5	Fah. 102	Fah. 45	94	411	10	S.
2	29-692	57.2	53.5	55.3	65	53	51	365	10	S. E.
3	29-917	56.5	52.2	54.3	89	49	1	469	9	S.
4	29-789	56.0	46.0	51.0	94	39	Trace	286	1	Calm
5	29-784	58.0	45.0	51.5	99	36	Trace	782	1	N.
6	30-071	62.2	49.4	55.8	94	46	..	312	10	N.
7	30-209	56.0	50.5	57.2	94	43	..	109	6	S.
8	30-144	61.5	50.2	55.3	100	41	7	246	7	N. W.
9	29-986	59.5	54.5	57.0	97	51	164	336	10	N. W.
10	29-805	61.5	51.5	56.5	102	50	46	491	10	S.
11	29-674	53.0	47.0	50.0	77	40	..	260	3	N.
12	29-580	58.8	51.5	55.1	95	43	19	298	6	N. W.
13	29-802	60.0	45.0	52.5	99	41	4	425	9	S.
14	30-275	50.0	43.0	46.5	98	39	3	498	5	S.
15	30-474	51.0	38.9	44.9	99	30	..	226	1	S.
16	30-372	56.0	44.0	50.0	89	35	2	880	1	S.
17	30-274	58.0	44.5	51.2	93	35	7	392	5	S.
18	30-185	51.0	44.0	47.5	89	40	61	83	8	S.
19	30-090	50.5	45.5	43.0	76	42	1	182	9	S.
20	30-268	53.0	48.0	50.5	89	45	2	627	10	S.
21	30-096	50.0	41.0	45.5	66	33	Trace	724	7	N.
22	29-858	54.0	45.5	49.7	87	36	Trace	71	9	N.
23	29-722	57.0	46.0	51.5	99	38	22	120	5	N.
24	29-188	62.5	55.0	58.7	98	52	3	685	2	N. W.
25	29-022	59.0	50.0	54.5	95	43	43	418	4	W.
26	29-440	55.8	41.5	48.6	96	33	..	250	6	S. W.
27	29-419	58.9	45.2	52.0	96	42	50	659	9	S.
28	29-985	55.0	39.0	47.0	62	36	52	735	9	S.
29	30-242	45.0	41.0	43.0	84	38	7	113	9	S.
30	30-272	48.5	44.2	46.3	68	42	Trace	521	8	S.
31	30-417	53.0	47.0	50.0	84	38	Trace	271	8	N.
*	29-929	55.6	46.7	51.1	89	41	639	395	6.7	
†	29-952	..	..	52.8	..	..	466	..	5.1	

\* Means, &c. † Monthly means previous years.

NOTE.—After three weeks of unsettled weather the month closed under cold and stormy conditions. Slight hail occurred on the 18th, 1.5° frost on the ground on the 15th, and thunder and lightning on the 25th. Fogs were common at dawn and nightfall. Total bright sunshine, 93 hours 30 minutes; average, 3 hours 1 minute per day; seven sunless days. Earth temperatures declined from 59° to 52° at 1 ft., and from 61° to 55° at 3 ft., the means being 55.8° and 58.3° respectively. Mean dew point, 44.8°. Mean elastic force of vapour, .297 in.; and mean relative humidity, 79 per cent. Southerly winds prevailed.

CLIMATOLOGICAL TABLE.

MEANS AND TOTALS FROM THE CHIEF STATIONS. May, 1907.

Altitude above Sea-level in Feet.	Name of Station and Observer.	Extremes.			Total Rainfall (100 Points to the Inch).	Days with Rain (½ Point or more).
		Absolute Mean Temp. Air in Shade.	Mean Max. Temp.	Mean Min. Temp.		
<b>NORTH ISLAND.</b>						
125	AUCKLAND T. F. Cheeseman ..	Deg. 55.5	Deg. 61.2	Deg. 49.9	Points. 397	16
925	ROTORUA W. Hill ..	49.0	58.0	40.0	441	10
390	WAIHI .. H. B. Devereux ..	50.2	60.5	40.0	881	18
190	RUAKURA .. C. Cussen ..	51.1	61.7	40.6	354	13
200	NEW PLYMOUTH .. G. W. Palmer ..	55.4	64.7	46.2	696	19
250	MOMOHAKI .. F. Gillanders ..	50.7	56.4	45.1	371	17
119	LEVIN .. D. M. Cole ..	49.4	57.3	41.5	370	14
377	MASTERTON .. A. G. Wise ..	48.7	56.4	41.0	730	18
..	TAURANGA ..	..	..	..	..	..
..	GISBORNE .. Rev. H. W. Williams ..	54.0	60.5	47.5	771	19
10	MEEHANE, NAPIER .. Rev. Dr. Kennedy ..	51.6	58.7	44.6	372	16
110	WELLINGTON .. Rev. D. C. Bates ..	51.1	55.6	46.7	639	20
Averages ..		51.5	59.2	43.9	547	16.2
<b>SOUTH ISLAND.</b>						
..	NELSON .. J. Sharp and M. Kempthorne ..	49.5	58.0	41.1	191	9
490	MURCHISON .. Dr. E. H. Howard ..	45.2	53.8	36.7	483	12
1218	HANMER SPA .. J. B. Gould ..	45.8	54.7	37.0	304	17
25	CHRISTCHURCH .. H. F. Skey ..	47.8	54.9	40.7	150	16
42	LINCOLN .. G. Gray ..	48.7	56.1	41.3	173	17
96	TIMARU .. R. Fergusson ..	47.9	56.8	39.0	54	9
300	LEITH VALLEY, DUNEDIN .. H. Skey ..	47.0	53.1	41.0	301	14
12	HOKITIKA .. A. D. Macfarlane ..	50.7	60.2	41.3	845	12
..	INVERCARGILL ..	..	..	..	..	..
Averages ..		47.9	55.9	39.8	313	13.2

AVERAGES FROM THE MONTHLY CLIMATOLOGICAL TABLES FOR THE YEARS 1905 AND 1906.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Averages & Totals.
<b>NORTH ISLAND—</b>													
Mean temperature ..	61.4	62.4	60.3	56.3	53.3	49.2	48.8	49.4	51.7	55.2	57.3	61.3	Annual. 55.6° F.
Rainfall, in points (100 = 1 inch)	256	269	294	321	518	524	568	293	427	409	419	284	45.85 in.
Days with rain ..	11.1	9.0	9.7	13.7	14.8	16.0	17.6	12.9	17.2	14.5	14.6	10.7	162 days
<b>SOUTH ISLAND—</b>													
Mean temperature ..	57.8	58.8	57.2	51.6	48.2	44.4	43.3	44.9	48.1	52.0	54.9	58.4	51.7° F.
Rainfall, in points (100 = 1 inch)	417	375	310	323	405	490	450	257	474	384	379	271	45.39 in.
Days with rain ..	14.3	10.4	11.3	14.7	12.2	13.5	15.3	11.0	15.0	12.3	13.0	10.7	154 days

## NEW ZEALAND RAINFALL FOR MAY, 1907.

Station.	Observer.	Total Fall, Points (100 to Inch).	Days with Rain.	Maximum Fall, and Date.
<b>NORTH ISLAND.</b>				
<b>(A.) NORTH-EAST ASPECT—NORTH CAPE TO EAST CAPE.</b>				
Mangonui .. .. .	A. C. Ballance .. .. .	323	11	80 on 1st and 10th
Pakarakā, Ohāeawai .. .. .	Hon. H. Williams .. .. .	323	14	86 on 4th
Mount Eden, Auckland .. .. .	C. Cooper .. .. .	477	19	49 on 10th
Remuera .. .. .	Rev. H. Young .. .. .	390	12	78 on 10th
Cuvier Island .. .. .	Lightkeeper .. .. .	..	..	..
Mamaku .. .. .	G. E. Skellem .. .. .	..	..	..
Matamata .. .. .	K. F. Abbot .. .. .	..	..	287.5 ..
Turua, Thames .. .. .	I. J. Bagnall .. .. .	459	12	90 on 11th
Rotorua Nursery, Rotorua .. .. .	H. A. Goudie .. .. .	540	13	144 on 9th
Waimangu .. .. .	R. H. Ingle .. .. .	596	11	176 on 9th
Waiotapu .. .. .	A. W. Roberts .. .. .	594	11	135 on 10th
Tangihanga, Te Araroa .. .. .	G. H. Heald .. .. .	418	19	129 on 4th
<b>(B.) NORTH-WEST ASPECT—CAPE MARIA VAN DIEMEN TO CAPE EGDMONT.</b>				
Kaitiaki (*) .. .. .	W. G. Puckey .. .. .	392	8	100 on 4th and 9th
Rangiahua, Hokianga Harbour .. .. .	W. R. Coxhead .. .. .	575	23	242 on 3rd
Kohukohu, .. .. .	A. C. Yarborough .. .. .	453	17	115 on 3rd
Tutamoe, Northern Wairoa .. .. .	R. Leonard .. .. .	1002	25	122 on 25th
Puhipuhi Plantation, Whakapara, Whangarei .. .. .	C. Hooper .. .. .	403	13	166 on 3rd
Ruatancata Nursery .. .. .	L. J. Adams .. .. .	514	14	216 on 3rd
Dargaville .. .. .	H. E. Stehr .. .. .	457	12	115 on 3rd
Bickerstaffe, Whakapirau .. .. .	W. C. Woodman .. .. .	517	16	175 on 4th
Helensville .. .. .	A. J. Hill .. .. .	333	18	51 on 4th
Onehunga .. .. .	C. A. Senior .. .. .	514	22	75 on 25th
Waiuku, Auckland .. .. .	T. Middleton .. .. .	469	14	74 on 3rd
Te Mata, Raglan .. .. .	H. T. Gibson .. .. .	866	14	115 on 24th
Kawhia .. .. .	H. H. Pettit .. .. .	419	12	102 on 20th
Taupo .. .. .	Rev. H. J. Fletcher .. .. .	875	8	90 on 24th
Te Awamutu .. .. .	Miss M. Vause .. .. .	..	..	..
Paterangi, Waikato .. .. .	.. .. .	..	..	..
Hamilton, Waikato .. .. .	Dr. H. Douglas .. .. .	393	19	78 on 25th
State Farm, Wāerenga .. .. .	J. E. Barrett .. .. .	457	19	111 on 26th
Wairama Downs, Tuakau .. .. .	A. R. Rutherford .. .. .	500	13	102 on 5th
Paparua, Awakino .. .. .	M. C. Robison .. .. .	309	13	47 on 3rd
Ngāimaru, Tarata .. .. .	R. Drummond .. .. .	550	13	161 on 10th
Riversdale, Inglewood (817 ft.) .. .. .	Miss N. Trimble .. .. .	832	19	174 on 23rd
Lepperton .. .. .	H. F. Penlington .. .. .	514	15	151 on 9th
Korito Road, Upper Mangorei (1,000 ft.) .. .. .	Mrs. Brown .. .. .	1041	21	173 on 24th
<b>(C.) SOUTH-WEST ASPECT—CAPE EGDMONT TO CAPE PALMER.</b>				
Mountain House, Mount Egmont .. .. .	F. G. Morris .. .. .	2916	20	375 on 24th
Omupake .. .. .	A. H. Moore .. .. .	667	17	241 on 9th
Eltham .. .. .	L. N. Fairhall .. .. .	555	16	105 on 9th
Stratford (1,020 ft.) .. .. .	T. H. Penn .. .. .	672	16	117 on 9th
Ohawe, Hawera .. .. .	J. T. Livingston .. .. .	706	20	185 on 10th
Paera .. .. .	H. E. Adams .. .. .	357	15	98 on 9th
Oruanui, Moawhango .. .. .	R. M. Williamson .. .. .	734	21	140 on 2nd
Taumatatāhi, Upper Waitotara .. .. .	E. F. Luffton .. .. .	828	17	120 on 24th
Whangamomona .. .. .	J. W. Taunt .. .. .	468	19	149 on 23rd
Makatote Viaduct .. .. .	R. Turnbull .. .. .	875	23	100 on 23rd
Raurimu .. .. .	E. G. Beale .. .. .	582	15	120 on 24th
Piriaka .. .. .	H. Mason .. .. .	402	17	80 on 24th
Marybank, Wanganui .. .. .	R. Hughes .. .. .	301	16	52 on 10th
Aramoho, Wanganui .. .. .	John T. Stewart, C.E. .. .. .	431	21	55 on 13th
Wanganui .. .. .	M. C. Corliss .. .. .	370	18	41 on 1st and 25th
Raetihi .. .. .	C. Scott .. .. .	..	..	..
Ruanui .. .. .	E. Norris Borlase .. .. .	781	21	95 on 25th
Erehwon Station, Moawhango .. .. .	Mrs. M. Caccia-Biroh .. .. .	645	22	152 on 1st
Papakai Road, Taihape .. .. .	A. R. Fannin .. .. .	566	23	90 on 1st
Taihape .. .. .	F. W. Furkert .. .. .	597	20	82 on 25th
Hunterville .. .. .	S. A. R. Mair .. .. .	512	20	74 on 26th
Waikanae West, Feilding .. .. .	E. S. Guylee .. .. .	423	18	54 on 25th
Thoresby, Marton .. .. .	R. Klitscher, for W. J. Birch .. .. .	329	15	56 on 1st
Halcombe .. .. .	L. A. MacDonald .. .. .	595	13	80 on 23rd
Raumai, Bull's .. .. .	E. J. Keiller .. .. .	220	14	58 on 1st
Waitatapia, Bull's .. .. .	K. W. Dalrymple .. .. .	..	..	..
Rongotea .. .. .	H. Sanson .. .. .	350	13	203 on 2nd
Feilding .. .. .	Miss E. Goodbehere .. .. .	197	12	71 on 1st
Fitzherbert West, Palmerston N. .. .. .	C. J. Monro .. .. .	526	20	226 on 2nd
Oraki .. .. .	W. Burns-Smith .. .. .	329	15	66 on 1st
Waikanae .. .. .	S. Duncan .. .. .	443	18	73 on 9th
Pukerua .. .. .	W. Bell .. .. .	854	18	237 on 1st
Pahautanui .. .. .	J. Pearce .. .. .	719	17	146 on 28th
Opau, North Makara .. .. .	W. H. Wallace .. .. .	700	20	176 on 9th
Late returns—				
(*) April .. .. .		652	9	207 on 14th



New Zealand Rainfall for May, 1907—continued.

Station.	Observer.	Total Fall, Points (100 to Inch).	Days with Rain.	Maximum Fall, and Date.
<b>NORTH ISLAND—continued.</b>				
<b>(D.) SOUTH-EAST ASPECT—EAST CAPE TO CAPE PALLISER.</b>				
Hauturu, Tokomaru Bay ..	L. E. Cotterill ..	1004	20	324 on 5th
Tolaga Bay ..	Miss E. M. Reeves ..	713	16	132 on 4th
Waihau, Gisborne ..	F. H. Loisel ..	..	..	..
Mangataikapua, Whatatutu ..	L. Saxby ..	..	..	..
Patutahi, Gisborne ..	J. C. Woodward ..	581	14	197 on 1st
Strathblane, Hangaroa ..	I. B. Graham ..	1375	21	152 on 18th
Lake House, Waikaremoana <sup>(a)</sup> ..	H. Grout ..	2138	22	356 on 2nd
Wairoa, Hawke's Bay ..	T. E. Foy ..	980	23	245 on 2nd
Tutira Lake ..	H. Guthrie-Smith ..	921	18	411 on 1st
Eskdale, Petane, Napier ..	Thomas Clark ..	555	16	252 on 1st
Rakamoana, Napier ..	Messrs. Tait and Mills ..	969	16	410 on 1st
Riverbank, Rissington ..	J. Moore ..	682	15	349 on 1st
Napier ..	L. Azzopardi ..	383	17	140 on 1st
Whanawhana, Hastings ..	G. R. Beamish ..	657	15	360 on 1st
Maraekakaho, Hastings ..	A. Lockie ..	491	17	220 on 1st
Hastings ..	J. N. Williams ..	..	..	..
Poukawa ..	A. M. Smith ..	440	18	148 on 1st
Pukehou, Te Aute ..	S. B. Ludbrook ..	466	18	165 on 1st
Gwavas, Tikokino ..	H. Irwin ..	547	21	224 on 1st
Aramoana, Waipawa ..	J. G. Speedy ..	..	..	..
Mount Vernon, Waipawa ..	J. W. Harding ..	413	23	175 on 1st
Fairfield, Ongaonga ..	H. N. Watson ..	679	24	177 on 1st
Wairamarama, Hawke's Bay ..	T. R. Moore ..	504	18	123 on 1st
Mangakuri ..	G. C. Williams ..	533	23	103 on 1st
Takapau ..	J. W. Leithead ..	635	21	263 on 1st
Ormondville ..	F. B. Curd ..	840	27	326 on 1st
Dannevirke ..	G. Harvey ..	751	17	345 on 1st
Porangahau ..	Rev. F. E. Telling-Simcox ..	648	7	216 on 1st
Woodbank, Wimbledon ..	W. H. Speedy ..	1059	24	455 on 1st
Ti-tree Point, Dannevirke ..	Dr. J. E. Riddell ..	905	17	455 on 1st
Oporae, Waipatiki ..	T. Handyside ..	993	18	545 on 1st
Mokoia, Woodville ..	W. Stainton ..	491	19	195 on 1st
Pahiata ..	W. Tosswill ..	756	14	279 on 2nd
Eastry, Tane ..	H. A. Lambert ..	833	18	387 on 1st
Eketahuna ..	J. T. Quinn ..	713	18	289 on 1st
Hamua ..	J. Kay ..	634	19	274 on 1st
Dreyer's Rock, Mauriceville ..	J. V. Power ..	793	23	348 on 1st
Castlepoint ..	A. B. Nicolls ..	449	17	135 on 1st
Annedale, Te Nui ..	H. A. Nevins ..	901	20	447 on 1st
Ditton, Masterton ..	S. Mawley ..	1000	23	420 on 1st
Bush Grove, Masterton ..	H. G. Groves ..	873	21	535 on 1st
Waihakeke, Carterton ..	H. Peters ..	681	21	139 on 1st
Featherston ..	E. Peach ..	1160	16	325 on 1st
Summit (1,144 ft.) ..	J. Denison ..	884	16	183 on 10th
Waiwetu ..	G. M. Mason ..	781	17	170 on 1st
Wainuomata Reservoir ..	J. Quaintance ..	1493	18	308 on 2nd
Lower Hutt ..	Miss H. A. M. Heaton ..	720	18	132 on 9th
Petone ..	Sir James Hector, K.C.M.G ..	497	24	55 on 15th
Karori Reservoir ..	W. Edmonds ..	708	19	192 on 9th
Kilbirnie ..	J. W. Kinniburgh ..	646	18	152 on 9th
Miramar ..	Dr. Makgill ..	529	19	132 on 9th
<b>SOUTH ISLAND</b>				
<b>(E.) NORTH ASPECT—CAPE FAREWELL TO KAIKOURA.</b>				
Parapara ..	. Bassett ..	489	14	149 on 23rd
Takaka ..	Dr. R. N. Adams ..	262	12	105 on 23rd
Motueka ..	G. S. Huffam ..	174	9	50 on 9th
Tapawera, Nelson ..	Dr. Hudson ..	230	11	60 on 24th and 25th
Waterworks, Nelson ..	J. E. Stone ..	210	10	81 on 23rd
Stephen Island ..	Lightkeeper ..	437	6	262 on 9th
The Brothers ..	Lightkeeper ..	207	8	45 on 15th
Cape Campbell ..	Lightkeeper ..	583	11	85 on 2nd
Manaroa, Pelorus Sounds ..	M. C. Masefield ..	1013	9	446 on 2nd
Timara Station, Renwicktown ..	R. F. Goulter ..	213	4	105 on 9th
Meadowbank, Blenheim ..	G. T. Seymour ..	329	6	140 on 2nd
Grovetown, Blenheim ..	N. T. Prichard ..	247	6	147 on 10th
Avondale Station, Blenheim ..	C. G. Teschemaker ..	133	5	72 on 10th
Starborough Nursery, Seddon ..	W. Cromb ..	261	7	122 on 9th
Langridge Station, Upper Awa- terere ..	E. J. Thompson ..	170	7	54 on 3rd
Kaikoura ..	Miss L. Gunn ..	664	12	246 on 1st
<b>(F.) WEST ASPECT—CAPE FAREWELL TO PUYSEGUR POINT.</b>				
Farewell Spit ..	Lightkeeper ..	264	9	113 on 9th
Pakawau ..	T. C. V. Field ..	652	17	165 on 23rd
Denniston ..	J. W. Dixon ..	970	12	170 on 24th
Westport ..	M. Furneaux ..	724	16	133 on 23rd
Reefton (643 ft.) ..	J. Henderson ..	791	12	176 on 24th
Greymouth ..	J. Connor ..	779	13	250 on 23rd
Arthur's Pass (3,020 ft.) ..	C. B. Gollop ..	828	10	302 on 23rd
Oura (1,255 ft.) ..	J. Cuttance ..	1056	11	375 on 23rd
Okuru <sup>(b)</sup> ..	R. Henry ..	885	11	268 on 23rd
Resolution Is., Dusky Sound ..	Lightkeeper ..	..	..	..
Puysegur Point <sup>(c)</sup> ..	Lightkeeper ..	..	..	..
Late returns—				
( <sup>a</sup> ) April ..	..	1529	19	335 on 8th
( <sup>b</sup> ) " ..	..	1164	14	214 on 3rd
( <sup>c</sup> ) " ..	..	774	21	135 on 24th

## New Zealand Rainfall for May, 1907—continued.

Station.	Observer.	Total Fall, Points (100 to Inch).	Days with Rain	Maximum Fall, and Date.
<b>SOUTH ISLAND—continued.</b>				
(G.) EAST ASPECT—KAIKOURA TO CAPE SAUNDERS.				
Hanmer Springs Nursery ..	T. B. Curle ..	345	16	69 on 2nd
Highfield, Amuri ..	F. S. Northcoote ..	333	11	130 on 1st
Mackenzie, Cheviot ..	A. C. Bellwood ..	609	16	192 on 1st
Waikari ..	Dr. G. Pearce Baldwin ..	268	17	91 on 12th
Oxford East ..	R. H. Gainsford ..	170	13	52 on 12th
Bealey ..	A. E. King ..	333	7	17 on 23rd
Linwood, Christchurch ..	J. A. Biltcliff ..	162	18	50 on 28th
Port Hills, Rhodes Convalescent Home ..	Miss M. L. Higgins ..	176	15	61 on 28th
Otahuna, Tai Tapu (a) ..	R. H. Rhodes, M.H.R. ..	237	15	55 on 28th
Hororata ..	Hon. Sir John Hall, K.C.M.G. ..	129	11	41 on 9th
Akaros ..	Miss Mabel Jacobson ..	247	15	46 on 26th
Southbridge ..	J. McMillan ..	216	14	89 on 9th
Rakaia ..	Rev. H. H. Mathias ..	180	14	43 on 24th
Kyle ..	J. Lambie ..	172	10	70 on 10th
Winchmore, Ashburton ..	A. Curtis ..	121	7	51 on 9th
Windermere (b) ..	Miss Eva E. Wright ..	91	10	36 on 10th
Mount Peel, Rangitata ..	Mrs. Livingstone ..	166	12	70 on 9th
Peel Forest ..	W. E. Barker ..	151	14	42 on 10th
Kapunatiki, Rangitata ..	J. C. Rolleston ..	38	6	15 on 10th
Hilton (350 ft.) ..	E. F. Temple ..	135	8	91 on 9th
The Heights, Geraldine ..	W. M. Moore ..	74	10	17 on 10th
Orari Gorge ..	Mrs. B. H. Tripp ..	239	10	75 on 9th
Orari Estate, Orari ..	G. A. M. Macdonald ..	73	12	19 on 12th
Lambrook, Fairlie ..	R. E. Gillingham ..	67	8	19 on 23rd
Albury ..	F. H. Smith ..	82	8	27 on 23rd
Pleasant Point ..	J. Bishop ..	56	6	22 on 9th
Timaru Reservoir ..	J. Courtney ..	39	5	16 on 23rd
Waimate ..	W. M. Hamilton ..	67	8	44 on 23rd
Hermitage, Mount Cook (2,510 ft.) ..	D. McDonald ..	727	9	220 on 25th
Benmore Station, Omarama ..	James Sutherland ..	..	..	..
Kurow ..	N. Craig ..	78	8	50 on 23rd
Otekaike ..	J. Tait ..	116	9	43 on 23rd
Windsor Park, Oamaru ..	W. Menlove ..	..	..	..
Livingstone ..	F. W. Pochin ..	103	4	48 on 23rd
Kauroo Hill, Maheno ..	A. French ..	80	5	58 on 23rd
Orokonui Home, Waitati ..	Dr. R. Donald ..	259	13	82 on 23rd
Opoho, Dunedin (383 ft.) ..	J. W. Paulin ..	233	13	75 on 23rd
Fish-hatchery, Portobello ..	F. Anderton ..	185	13	78 on 23rd
(H.) SOUTH ASPECT—CAPE SAUNDERS TO PUYSEGUR POINT.				
Eweburn Nursery, Ranfurly ..	A. W. Roberts ..	103	12	51 on 23rd
Kokonga ..	R. W. Glendinning ..	97	12	54 on 23rd
Gladbrook St'n, Middlemarch ..	A. McKinnon ..	143	15	78 on 24th
Tarras ..	R. K. Smith ..	64	4	64 on 23rd
Queenstown ..	A. H. Hiddleston ..	165	7	48 on 3rd
Galloway, Alexandra South ..	A. Gunn ..	71	6	47 on 23rd
Olyde ..	J. S. Dickie ..	70	5	30 on 24th
Roxburgh (c) ..	Dr. J. R. Gilmour ..	305	10	68 on 24th
Balcutha ..	J. W. Brame ..	209	10	55 on 12th
Tapanui Nursery ..	R. G. Robinson ..	344	14	61 on 22nd
Waipahi ..	R. J. Hendrie ..	413	14	66 on 23rd
Waikawa Valley ..	J. H. Buckingham ..	573	17	88 on 26th
Gore ..	A. A. Scott ..	408	17	80 on 12th
Mataura ..	R. Winning ..	368	16	68 on 12th
Toi Toi Estate, Waimahaka ..	W. R. Baird ..	413	13	83 on 11th
Centre Hill Station, Mossburn ..	W. J. Anderson ..	400	11	72 on 13th
Dinton ..	R. D. MacLachlan ..	226	12	57 on 23rd
Winton ..	Miss V. M. Wilson ..	399	14	77 on 24th
Nightcaps ..	James Ritchie ..	550	13	102 on 24th
Otautau ..	N. A. McLaren ..	..	..	..
Riverton ..	J. M. Geary ..	498	20	119 on 12th
Te Tua ..	C. T. Small ..	460	13	103 on 24th
(I.) ISLANDS.				
Stewart Island ..	W. Traill ..	681	24	106 on 27th
Niue Island ..	..	..	..	..
Rarotonga, Cook Islands ..	H. M. Connal ..	..	..	..
Chatham Islands (d) ..	A. Shand ..	566	23	150 on 12th
Late return—				
(a) February ..	..	220	6	137 on 16th
(a) March ..	..	207	15	63 on 16th
(b) April ..	..	167	12	83 on 28th
(c) " ..	..	38	4	17 on 1st
(d) " ..	..	384	10	120 on 27th

Officiating Ministers for 1907.—Notice No. 26.

Registrar-General's Office,  
Wellington, 19th June, 1907.

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:—

*Church of the Province of New Zealand, commonly called the Church of England.*

The Reverend Arthur John Carr.  
The Reverend Nils Arnold Friberg.

E. J. von DADELSZEN,  
Registrar-General.

Officiating Ministers for 1907.—Notice No. 27.

Registrar-General's Office,  
Wellington, 19th June, 1907.

AT the request of the Moderator of the Presbyterian Church of New Zealand, the name of Mr. George William Hunt has been withdrawn from the list of Officiating Ministers in connection with that religious body, under "The Marriage Act, 1904," for the year 1907.

E. J. von DADELSZEN,  
Registrar-General.

Notice published pursuant to the Provisions of Section 15 of "The Public Trust Office Consolidation Act, 1894."

Public Trust Office,  
Wellington, 17th June, 1907.

NOTICE is hereby given that, no person having taken out administration, the Public Trustee has filed in the office of the Supreme Court at Wellington an election to administer the several intestate estates of the deceased persons whose names, residences, and occupations, so far as known, are hereunder respectively set forth, their gross properties being estimated not to exceed £250 in each case.

Paska Prelenda, late of Okupu, Great Barrier Island, in the Provincial District of Auckland, gum-digger. Filed on the 20th day of May, 1907.

Ivan Prelenda Simich, late of Okupu, Great Barrier Island, in the Provincial District of Auckland, gum-digger. Filed on the 21st day of May, 1907.

Nikola Cvitanovich, late of Okupu, Great Barrier Island, in the Provincial District of Auckland, gum-digger. Filed on the 22nd day of May, 1907.

Frederick Wilkinson, late of Moramanga, in the Island of Madagascar, gold-miner. Filed on the 23rd day of May, 1907.

George Francis Sandilands, late of Balclutha, in the Provincial District of Otago, carpenter. Filed on the 25th day of May, 1907.

Roy Waldermar Herd, late of Gisborne, in the Provincial District of Auckland, bushman. Filed on the 31st day of May, 1907.

Mary Robertson or Dalglish, late of Hamilton, in the Provincial District of Auckland, married woman. Filed on the 6th day of June, 1907.

David Morgan, late of Barrytown, in the Provincial District of Nelson, miner. Filed on the 6th day of June, 1907.

Annie Martin, late of Gisborne, in the Provincial District of Auckland, widow. Filed on the 6th day of June, 1907.

Joseph Carter, late of Pahiatua, in the Provincial District of Wellington, grocer. Filed on the 7th day of June, 1907.

William Banks, late of Bull's, in the Provincial District of Wellington, labourer. Filed on the 12th day of June, 1907.

Mary Ann Charles, late of Ashhurst, in the Provincial District of Wellington, married woman. Filed on the 12th day of June, 1907.

George Morton, late of Raetihi, in the Provincial District of Wellington, clerk. Filed on the 12th day of June, 1907.

William John Rainham, late of South Dunedin, in the Provincial District of Otago, quarryman. Filed on the 15th day of June, 1907.

J. W. POYNTON,  
Public Trustee.

CROWN LANDS NOTICES.

Reserve in Nelson Land District for Lease by Public Tender.

District Lands Office,  
Nelson, 17th June, 1907.

NOTICE is hereby given that written tenders will be received at this office up to 12 o'clock noon on Wednesday, the 21st day of August, 1907, for a lease of the undermentioned reserve for a term of seven years under the provisions of "The Public Reserves Act, 1881."

SCHEDULE.

NELSON LAND DISTRICT.

Section.	Block.	District.	Area.			Minimum Upset Annual Rental.	Term of Years.
			A.	R.	P.		
2	II	Waimea	13	0	0	£ s. d. 1 0 0	7

Situate on the banks of the Waimea River, at the west end of the Appleby Bridge.

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.

2. Possession will be given on the day of acceptance of tender.

3. The lease shall be for the term of years as specified above, but shall be subject to termination by twelve months' notice in the event of the land being required by the Government.

4. The lessee shall have no right to compensation, either for any improvements that may be placed upon the land, nor on account of the aforesaid resumption, nor for any other cause.

5. The lessee shall have no right to sublet, transfer, or otherwise dispose of the whole or any portion of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.

6. The rent shall be payable half-yearly, in advance, on the 1st January and 1st July in each year.

7. The lessee shall prevent the growth and spread of blackberries, 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.

8. The lessee shall allow the public free access to the land for picnicking or recreation purposes, but any person damaging trees growing thereon, or leaving gates open, will be liable to prosecution.

9. The lease shall be liable to forfeiture in case the lessee shall fail to fulfil any of the conditions within thirty days after the date on which the same ought to be fulfilled.

Full particulars may be ascertained at this office.  
F. W. FLANAGAN,  
Commissioner of Crown Lands.

Land in Wellington Land District to be disposed of under Section 13 of "The Land Act Amendment Act, 1895."

District Lands Office,  
Wellington, 6th May, 1907.

NOTICE is hereby given, in pursuance of section 240 of "The Land Act, 1892," that the undermentioned land will be disposed of to the holder of adjoining land, under section 13 of "The Land Act Amendment Act, 1895," on or after Friday, the 9th day of August, 1907.

SCHEDULE.

WELLINGTON LAND DISTRICT.

Section.	Block.	Survey District.	Area.
53	X	Hautapu	A. R. P. 8 2 24

JOHN STRAUCHON,  
Commissioner of Crown Lands.

## MAORI LAND ADMINISTRATION NOTICES

Meeting of the Tokerau District Maori Land Board.

Auckland, 15th June, 1907.

NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be considered at a meeting of the Tokerau District Maori Land Board to be held at Auckland on Friday, the 5th day of July, 1907, at 10 o'clock in the forenoon.

JAS. W. BROWNE, President.

## SCHEDULE.

## APPLICATIONS FOR CONSENT TO LEASE.

No.	Name of Applicant.	Name of Land.	Names of Maori Lessors.
ADJOURNED APPLICATIONS.			
T. 1906/57..	Frederick George Watson (by his solicitor, T. H. Steadman)	Part of Whatitiri 12B No. 2	Henare Panoho.
T. 1906/58..	Skipper Royal..	Pukepoto No. 6	..
T. 1906/59..	Skipper Royal..	Pukepoto No. 8	..
T. 1907/4 ..	James Brown ..	Waikare No. 1	Mita Wepiha and others.
NEW APPLICATIONS.			
T. 1907/8 ..	Sarah Cronin (by her solicitors, Nicholson and Gribbin)	Mangakakahi No. 2	Wiremu Kiore and others.
T. 1907/12..	Haora Heke and another..	Whatitiri 12M No. 2B	Hiki Haora Heke and another.
T. 1907/13..	W. H. Millington and another	Whatitiri 12M No. 2c	Meretiana Pute.
T. 1907/15..	Paora Tiunga ..	Te Komiti No. 2B	..
T. 1907/16..	Paora Tiunga ..	Muriwhenuatika No. 1 (part)	..
T. 1907/17..	Paora Tiunga ..	Muriwhenuatika No. 1 (part)	..
T. 1907/18..	C. Ferrall (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 5B	Paraone Pairama.
T. 1907/19..	J. M. F. Connelly (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 6A	Tapihana Paikea.
T. 1907/20..	A. J. Hill (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 6B	Reihana Kena and others.
T. 1907/21..	A. J. Hill (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 7A	Mihaka Makoare and another
T. 1907/22..	R. C. Hammond (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 7B	Piripi Ihimaera and another.
T. 1907/23..	R. C. Hammond (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 8	Hemi Parata.
T. 1907/24..	R. C. Hammond (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 9	Wiremu Parata and others.
T. 1907/25..	G. McL. Niccol (by his solicitor, G. W. L. Robinson)	Pouto No. 2E, Section 4B	Kerei Mu and others.
T. 1907/27..	Walter Webb (by his solicitor, T. H. Steadman)	Mangakahia 2A2 No. 1A	Kaa Rako and others.
T. 1907/28..	G. O. Dysart and W. Vickers (by their solicitors, Parr and Blomfield)	Rarotonga A2A and A2B	Ani Ritete and others.
T. 1907/29..	Joseph Stanton (by his solicitors, Parr and Blomfield)	Kapurahoru A	Maraea Manihera and others
T. 1907/30..	Harold Millington (by his solicitors, Killen and Wilson)	Whatitiri 12L No. 1	Kawenata Tito.
T. 1907/31..	A. J. McN. Moore (by his solicitors, Nicholson and Gribbin)	Piritaha	Ihaka te Kaituhi and others.
T. 1907/33..	Edith Fenton (by her solicitors, Parr and Blomfield)	Paparoa Nos. 2A and 2C (interests in)	..
T. 1907/34..	J. A. Wilson (by his solicitors, Parr and Blomfield)	Komiti No. 1A, Sections 1, 1B, and 2	..
T. 1907/35..	J. G. Wilson (by his solicitors, Parr and Blomfield)	Komiti No. 2A, Nos. 1, 2, 3, and 2B	..
T. 1907/36..	Eliza N. Wilson (by her solicitors, Parr and Blomfield)	Hukatere B, Nos. 1, 2, and 3	Paratene Hemana and others.
T. 1907/37..	J. H. Adams (by his solicitors, Parr and Blomfield)	Ririwha (Stephenson's Island)	Mauhara Pona and others.

## APPLICATIONS FOR ISSUE OF RECOMMENDATIONS TO HIS EXCELLENCY THE GOVERNOR FOR REMOVAL OF RESTRICTIONS.

No.	Name of Applicant.	Name of Land.	Nature of Proposed Alienation.
NEW APPLICATIONS.			
T. 1907/9 ..	Ernest Joseph Penwarden (by his solicitor, T. H. Steadman)	Mangakahia 2A2 No. 4C	Sale.
T. 1907/10..	Ernest Joseph Penwarden (by his solicitor, T. H. Steadman)	Mangakahia 2A2 No. 4B	Sale.
T. 1907/11..	Ernest Joseph Penwarden (by his solicitor, T. H. Steadman)	Mangakahia 2A2 No. 4A	Sale.
T. 1907/14..	Patira te Taka and Pera te Taka	Mangakahia 2A2 No. 4A	Sale.
T. 1907/26..	M. W. Armstrong (by his solicitor, T. H. Steadman)	Whatitiri 12B No. 2	Mortgage.
T. 1907/32..	Nathaniel Clotworthy, jun. (by his solicitors, Nicholson and Gribbin)	Mareikura A No. 2C	Sale.

Maori Lands in Wellington Land District for Lease by Public Tender.

Office of the Aotea Maori Land Board, Whanganui, 27th May, 1907.

NOTICE is hereby given that written tenders will be received at this office up to 4 p.m. on Monday, 15th July, 1907, for leases of the undermentioned lands for a term of twenty-one years, with right of renewal for a further term of twenty-one years, under the provisions of "The Maori Lands Administration Act, 1900," and its amendments, and the regulations made thereunder.

SCHEDULE.

WELLINGTON LAND DISTRICT.—WAIMARINO COUNTY.—MORIKAU No. 2 Block.

Survey District.	Section.	Block.	Area.			Rent per Acre per Annum.		Half-yearly Rent.			
			A.	R.	P.	s.	d.	£	s.	d.	
Rarete ..	1	IX	580	0	0	1	9	25	7	6	
	2		420	0	0	1	9	18	7	6	
	10	XI	432	0	0	1	6	16	4	0	
	11		440	0	0	1	6	16	10	0	
	5	XII	362	0	0	1	9	15	16	9	
	6		340	0	0	1	9	14	17	6	
	7		360	0	0	1	9	15	15	0	
	12		412	0	0	1	6	15	9	0	
	13		403	0	0	1	6	15	2	3	
	14		425	0	0	1	6	15	18	9	
	15		736	0	0	1	6	27	12	0	
	20		400	0	0	1	3	12	10	0	
	24		600	0	0	1	6	22	10	0	
	16		XV	380	0	0	1	6	14	5	0
	17	470		0	0	1	6	17	12	6	
	18		690	0	0	1	6	25	17	6	
	19		535	0	0	1	6	20	1	3	
	21		712	0	0	1	6	26	14	0	
	22		725	0	0	1	6	27	3	9	
	23		495	0	0	1	6	18	11	3	
	Makotuku		3	V	570	0	0	1	9	24	18
		4	442		0	0	1	9	19	6	9
		8	IX	348	0	0	1	9	15	4	6
9		390		0	0	1	9	17	1	3	
27			755	0	0	1	6	28	6	3	
28			495	0	0	1	6	18	11	3	
25	XIII	602	0	0	1	6	22	11	6		
26		547	0	0	1	6	20	10	3		

General Description.

Morikau No. 2 Block is situated between Jerusalem, about forty-five miles up the Wanganui River, and Raetihi (the county town of the Waimarino County), the distance being about five miles from Jerusalem to its western boundary, and also about five miles from Raetihi to its eastern boundary. Raetihi is about sixty miles from Wanganui by the Raetihi-Parapara Road, a great portion of which is still only a bridle-track. Access to the northern portion of the block is by the Pipiriki main coach-road. The distance from Pipiriki to the western boundary is about seven miles and a half, and the distance from Raetihi to the eastern boundary is a little more than six miles. The south-eastern portion of the block is accessible by a continuation of the Jerusalem-Atuahae Road through the block past Trig-station Raekohua. This road is formed as a dray-road to within half a mile of the boundary of the block; and an old Maori track to Jerusalem goes right through the block in a southerly direction, practically along the surveyed road-line. The right to use this track is reserved until the road is formed. Access to one section is by the Mangaetoroa Road, on the eastern side of the Mangaetoroa Stream, about five miles from Raetihi. Access to the south-western portion of the block is by the Mangoihe Road, which branches off the Pipiriki-Raetihi Road near the Mangoihe Stream, about nine miles from Raetihi; this road follows the Mangoihe Stream down for about three miles, and then strikes off in a south-westerly direction through the block to the Horomia Stream, which is the western boundary of the block. The land generally throughout the block is undulating to hilly, with small flats along the larger streams and on some of the ridges. Some of the streams are deep gorges, the land falling very steeply into them. Where practicable, these gorges have been made boundaries of sections. The quality of the soil varies from fair to good, and lies on papa, sandstone, and shell-rock formation. The country is well watered. The block is entirely forest-clad with bush, comprising principally tawa, rimu, rata, matai, maire, &c., with tawhero on the ridges and higher elevation,

and here and there birch, and a dense undergrowth of rangiora, mahoe, houhou, karamu, kotukutuku, supplejacks, &c. The elevation above sea-level ranges from 300 ft. in the bed of the Mangoihe Stream at the south-western corner to 2,450 ft. at the Waipuna Trig.-station.

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 Lot 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 lot, a separate tender for each such lot 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., also stamp duty and registration fee and the value of improvements (if any).

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 been notified of acceptance of tender, 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 lot 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.

8. 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 lease 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 dis-

position, 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.

\*The Council will be prepared to allow the term "interval of space" to apply to residence anywhere outside the Ohotu, Taupā, or Morikau Blocks.

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 thirty-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.

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, 1905," 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, 1903," 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 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 the said 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.

*Roads.*—The right to deviate existing surveyed roads where found necessary, or to take roads to give access to sections where roads are not shown on sale-plan, is reserved for five years through each section. It shall be a condition of each lease that a right of way shall be temporarily reserved over the existing pack and main walking tracks through the land comprised in each lease until such time as the surveyed roads have been formed. The lessee shall not be allowed to block any of these tracks by felling trees or scrub across them, and he shall at once remove any obstruction or any timber that may unavoidably have to be felled across such tracks, and shall leave the track clear for traffic. If fences are erected he shall provide gateways on said tracks.

*Timber.*—It shall be a condition of the lease that the lessee shall pay to the Board from time to time one-half of the royalty rates then current in the district for all marketable timber (not required by himself for building or other improvements on the land comprised in his lease or for firewood for his own use) that may be cut and removed from the land: Provided that such royalty rates shall in no case be less than the minimum scheduled rates fixed by the Timber Regulations for Crown Lands in force at the time of cutting. In the event of the land reverting to the Board through any cause, or of the lessee's interest being determined or forfeited, all rights to the timber that he may have given, or agreements that he may have entered into for the disposal thereof, shall absolutely cease and be determined.

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

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.

\* 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.

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.

THOS. W. FISHER,  
 President, Aotea Maori Land Board.

Maori Lands in Wellington Land District for Lease by Public Tender.

Office of the Aotea Maori Land Board,  
 Whanganui, 27th May, 1907.

NOTICE is hereby given that written tenders will be received at this office up to 4 p.m. on Monday, 15th July, 1907, for leases of the undermentioned lands for a term of twenty-one years, with right of renewal for a further term of twenty-one years, under the provisions of "The Maori Lands Administration Act, 1900," and its amendments, and the regulations made thereunder.

SCHEDULE.

WELLINGTON LAND DISTRICT.—WAIMARINO AND WHANGANUI COUNTIES.

Ohotu Block.

Section.	Block.	Area.	Rent per Acre.	Half-yearly Rent.
KARIOI SURVEY DISTRICT.				
		A. R. P.	s. d.	£ s. d.
7	XIII	565 0 0	2 0	28 5 0
8	"	624 0 0	2 0	31 4 0
MAKOTUKU SURVEY DISTRICT.				
10	XVI	419 0 0	2 0	20 19 0
11	"	419 2 0	2 0	20 19 6
NGAMATEA SURVEY DISTRICT.				
*3	V	1,595 0 0	1 6	59 16 3
TAUAKIRA SURVEY DISTRICT.				
3	XI	1,410 0 0	0 9	26 8 9

\* Weighted with £8 11s., valuation for improvements.

Locality and Description of Ohotu Block.

This block, which comprises an area of over 55,000 acres, subdivided into sixth-eight lots, most of which have been leased, is situated on the left bank of the Whanganui River, about forty-five miles from Whanganui, the centre of the northern boundary being about six miles south of Raetihi Township, and the centre of the eastern boundary about seven miles south-west of Karioi. Of the six sections now offered four are in the north-eastern portion and two in the south-western portion of the block. Sections 7 and 8 (Block XIII, Karioi District), and 10 and 11 (Block XVI, Makotuku District), comprise hilly and undulating country; Sections 3 (Block V, Ngamatea District) and 3 (Block XI, Tauakira District) are rough and broken. The soil generally is good, on a papa formation. The forest is mixed, comprising rimu, rata, miro, tawa, with undergrowth of rangiora, karamu, kotukutuku, &c. All the sections are well watered. The access to the western portion of the block is by river-steamers up the Whanganui River for a distance of about forty-five miles, thence along the Matahiwi-Ohotu Road. The access to the eastern portion of the block is by Field's Track, which has been constructed for some years as a pack-track.

Tauakira No. 2 Block.

Section.	Block.	Area.	Rent per Acre.	Half-yearly Rent.
TAUAKIRA SURVEY DISTRICT.				
		A. R. P.	s. d.	£ s. d.
2F	XVI	169 0 0	0 6	2 2 3
Small Grazing-runs.				
4	XI & XII	3,192 0 0	0 6	29 18 0
4	XV	2,075 1 22	0 6	25 18 10
4	XVI	2,494 3 18	0 6	31 3 9
NGAMATEA SURVEY DISTRICT.				
2	IX	2,757 2 8	1 3	86 3 6



*Descriptions of Small Grazing-runs.*

Section 4, Blocks XI and XII, Tauakira District, is situated on the left bank of the Whanganui River, and takes in a strip of country from the river up on to the main watershed between the Whanganui and Mangawhero Rivers. The access is from Whanganui, which is about thirty-six miles and a half distant, of which thirty-six miles is by river-steamer to Koriniti Landing-place, and half a mile by surveyed unformed road. The section comprises about 80 acres of easy open land, with manuka scrub along the Whanganui, and remainder rough birch-bush country intersected by gorgy creeks. The soil is of fair to good quality, resting on papa formation. The bush is fairly heavy, consisting of birch, tawhero, and tawa towards front, and mixed rimu, matai, kahikatea, birch, and tawa at back, with a thick undergrowth of rangiora, fern, and supplejack. Well watered by Ruapirau and small creeks. Elevation ranges from about 100 ft. to 2,000 ft. above sea-level.

Section 4, Block XV, Tauakira District, is situated on the left bank of the Whanganui River, the access being from Whanganui, which is about thirty-four miles distant. There are good landing-places for river-steamer all along the river frontage. The section comprises about 80 acres of easy, open, and manuka-scrub land along the river; remainder steep bush slopes, with gorgy creeks. The soil is of fair to good quality, on papa formation. The forest is fairly heavy, comprising tawa, birch, and tawhero towards front, with mixed rata, matai, maire, and rimu at back, and a thick undergrowth of rangiora, fern, and supplejack. Well watered by small streams. Elevation ranges from about 100 ft. to 2,000 ft. above sea-level.

Section 4, Block XVI, Tauakira District, is situated on the main watershed between the Whanganui and Mangawhero Rivers, abreast of Koriniti Pa, which is about thirty-six

miles from Whanganui. The access is from Whanganui, which is about thirty-four miles distant by river-steamer to mouth of the Pitangi Creek, and from there by about eight miles of surveyed road, of which about a mile and a half is formed horse-track. The section consists of steep slopes of mixed-bush country, intersected by gorgy creeks. The soil is fair to good, on papa formation. The forest is fairly heavy mixed bush, comprising tawa, rata, maire, tawhero, birch, rimu, and kahikatea, and a thick undergrowth of rangiora, fern, and supplejack. Well watered by small creeks. Elevation ranges from about 1,000 ft. to 2,000 ft. above sea-level.

Section 2, Block IX, Ngamatea District, is situated on the eastern slopes of the main watershed between the Whanganui and the Mangawhero Rivers. The access is from Whanganui, which is about thirty-five miles distant by Field's Track and Parapara-Raetihi Roads, of which twenty-five miles is dray-road, remainder horse-track. Another route is up the Whanganui River by steamer to Matahiwi (thirty-nine miles), and then twenty-one miles of horse-track via Matahiwi-Ohotu Road and Raetihi-Parapara Road. The section comprises fair to rough slopes of mixed-bush land, intersected by gorgy creeks towards back boundary. The soil is of good quality, on papa formation. The forest is fairly heavy mixed bush, comprising tawa, rata, matai, maire, kahikatea, rimu, birch, with an occasional totara, and a thick undergrowth of rangiora, mahoe, and supplejack. Well watered by the Mangawhero River and small creeks. Elevation ranges from about 600 ft. to 2,200 ft. above sea-level.

[NOTE.—These lands are offered subject to the same terms and conditions as Morikau Block. See preceding notice.]

THOS. W. FISHER,  
President, Aotea Maori Land Board.

NATIVE LAND COURT NOTICES.

*Sitting of the Native Land Court at Paeroa.*

NOTICE is hereby given that the several matters mentioned in the Registrar's Office, Auckland, 14th June, 1907. Schedule hereunder written will be heard by the Native Land Court sitting at Paeroa on the 16th day of July, 1907, or as soon thereafter as the business of the Court will allow.  
[Auckland, 1907-20.]

A. G. HOLLAND, Registrar.

SCHEDULE.

APPLICATIONS FOR PARTITION.

No.	Name of Applicant.	Name of Land.
ADJOURNED APPLICATION.		
1185	Mataiti Aramoana and others .. .. .	Tihikauere.
NEW APPLICATIONS.		
1186	Remana Nutana (for Te Hurinui) .. .. .	Ngarua No. 1b.
1187	Tata Meremana .. .. .	Te Reureu.
1188	Wikitoria te Ngahue and others .. .. .	Te Hore No. 8.
1189	Anaru Eketone (agent for Rikirangi Tuings, Riki Tuhaiti, and others)	Orangipirau No. 1.
CLAIMS FOR THE DISTRICT OF COROMANDEL.		
1190	Huihana Rangitula .. .. .	Papaaroha No. 5.
1191	Hori Eparaima (by his solicitor, T. A. Moresby) .. .. .	Te Kauanga.
1192	Titikore Kiwi (by his agent, Tu Karamaene Hapi) .. .. .	Moehau No. 1 East (Waikawau).

APPLICATION TO DETERMINE RELATIVE INTERESTS.

No.	Name of Applicant.	Name of Land.
1476	Puti Pepene and Papu Pepene .. .. .	Te Aroha, Block IX, Section 25.

## APPLICATIONS FOR DETERMINATION OF INTERESTS ACQUIRED BY THE CROWN.

No.	Name of Applicant.	Name of Land.
1477	The Hon. Robert McNab, Minister of Lands	Kaikahu No. 1.
1478	The Hon. Robert McNab, Minister of Lands	Kaikahu No. 2.
1479	The Hon. Robert McNab, Minister of Lands	Kopuraruwai No. 1.
1480	The Hon. Robert McNab, Minister of Lands	Kopuraruwai No. 2.
1481	The Hon. Robert McNab, Minister of Lands	Kopuraruwai No. 4.
1482	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 1.
1483	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 2.
1484	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 3A.
1485	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 3B.
1486	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 3C.
1487	The Hon. Robert McNab, Minister of Lands	Kopuarahi No. 3D.
1488	The Hon. Robert McNab, Minister of Lands	Koukourahi No. 1.
1489	The Hon. Robert McNab, Minister of Lands	Koukourahi No. 2.
1490	The Hon. Robert McNab, Minister of Lands	Koukourahi No. 3A.
1491	The Hon. Robert McNab, Minister of Lands	Koukourahi No. 3B.
1492	The Hon. Robert McNab, Minister of Lands	Koukourahi No. 4D.
1493	The Hon. Robert McNab, Minister of Lands	Makumaku No. 4.
1494	The Hon. Robert McNab, Minister of Lands	Ngatitamatera Reserve.
1495	The Hon. Robert McNab, Minister of Lands	Ngataipua No. 1.
1496	The Hon. Robert McNab, Minister of Lands	Ngataipua No. 2.
1497	The Hon. Robert McNab, Minister of Lands	Ngataipua No. 3.
1498	The Hon. Robert McNab, Minister of Lands	Ngataipua No. 4.
1499	The Hon. Robert McNab, Minister of Lands	Ngataipua East.
1500	The Hon. Robert McNab, Minister of Lands	Pukemokemoke Nos. 1 and 2.

## APPLICATIONS UNDER SECTION 46 OF "THE NATIVE LAND COURT ACT, 1894," FOR PROBATE.

No.	Name of Applicant.	Name of Deceased.
1501	Maaka P. Patene	Ngamuka Whatuoho.
1502	Charles Alley and James Nicholas	Ngahuia Ngakaho.

## APPLICATIONS UNDER SECTION 65 OF "THE NATIVE LAND COURT ACT, 1894," THAT A DEFINED PORTION OF LAND MAY BE VESTED IN APPLICANT, IN LIEU OF SURVEY COSTS.

No.	Name of Applicant.	Name of Land.	Amount Due.
1503	P. E. Cheal	Hoeotainui North No. 5A	£ s. d. 7 4 1
1504	P. E. Cheal	Hoeotainui North No. 5B	8 13 5
1505	P. E. Cheal	Hoeotainui North No. 6A	7 13 1
1506	P. E. Cheal	Hoeotainui North No. 6B	7 13 0
1507	P. E. Cheal	Hoeotainui South No. 4B	13 2 8
1508	P. E. Cheal	Hapuakohe (Parish of Taupiri, Section 474A)	11 19 7
1509	P. E. Cheal	Hapuakohe A No. 2 (Parish of Taupiri, Section 474A No. 2)	12 2 5

## APPLICATION FOR SURVEY CHARGING ORDER.

No.	Name of Surveyor.	Name of Land.	Area.	Amount.
1510	T. J. Mountain	Wairuaterangi	8a. 2r. 26p.	£8.

## APPLICATION UNDER SUBSECTION (3) OF SECTION 14 OF "THE NATIVE LAND COURT ACT, 1894," FOR ISSUE OF AN INJUNCTION AGAINST CUTTING, DEALING WITH, OR SELLING FLAX.

No.	Name of Applicant.	Name of Land.
1511	Oraiti Tauwhero and Hukanui Taupiri	Hoeotainui South No. 1 (Whareroa).

## Application for Confirmation Certificate under Section 55.

Registrar's Office, Wellington, 18th June, 1907.

NOTICE is hereby given that application has been made to a Judge of the Court for a certificate under section 55 of "The Native Land Court Act, 1894," confirming the alienation hereunder specified. All objections to the granting of such certificate must be lodged with me within fourteen days from the publication of this notice.

[Wellington, Sec. 55.]

E. A. WELCH, Registrar.

THE ALIENATION ABOVE REFERRED TO.

No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	Transfer .. ..	29th January, 1907 ..	Rangituhi ..	Charles Servantes to Patara Pene Koti and Ngatana Hira Pene Koti.

*Sitting of the Native Appellate Court at Whanganui.*

Registrar's Office, Wellington, 18th June, 1907.

NOTICE is hereby given that a sitting of the Native Appellate Court will be held at Whanganui on the 16th day of July, 1907, to hear and determine the several appeals against the decisions of the Native Land Court set forth in the Schedule hereto. All persons interested in the said appeals are hereby notified to attend at the time and place aforesaid.

[Wellington, 1907-30.]

E. A. WELCH, Registrar.

SCHEDULE.  
APPEALS.

No.	Name of Appellant.	Name of Land.	Decision in respect of which Appeal is made.
1	Hira Hinekura .. ..	Rakautau No. 2c ..	Decision, given 30th June, 1906, confirming lease and mortgage, Haimona te Iki to W. B. Connors.
2	T. M. Taia Toheriri .. ..	Whakaihuwaka ..	Decision, given 8th September, 1906, appointing successors to Tarihira Tanirau, Te Rua Tarihira, and Hohepa Tarihira, deceased.
3	Te Hirata Kawiu .. ..	Whakaihuwaka ..	Decision, given 3rd September, 1906, appointing successors to Mika te Hirata, deceased.
4	Weraroa Kingi and others ..	Ranana .. ..	Decision, given 13th September, 1906, on partition.
5	Hariata te Rarua and others ..	Ranana .. ..	Decision, given 13th September, 1906, on partition.
6	Ngakura te Aohau and others ..	Rakautau No. 4c ..	Decision, given 29th July, 1905, appointing successors to Puni te Wharetiti, deceased.

*Sitting of the Native Land (Rehearing) Court at Whanganui.*

"THE NATIVE LAND COURT ACT, 1886," AND ITS AMENDMENTS.

Native Land Court Office, Wellington, 19th June, 1907.

WHEREAS a rehearing was ordered by the Chief Judge of the Native Land Court, under the provisions of the above Acts, in respect of the decision specified in the Schedule hereto. Notice is hereby given that the same will be reheard at a sitting of the said Court to be held at Whanganui on the 16th day of July, 1907. All persons interested are hereby notified to attend.

[Wellington, 1907-31.]

E. A. WELCH, Registrar.

SCHEDULE.

No.	Name of Land	Nature of Business.
1	Puketarata .. ..	To complete the rehearing proceedings in respect of a decision given on the 16th March, 1882, on investigation of title.

*Sitting of the Native Land Court at Nelson.*

Registrar's Office, Wellington, 17th June, 1907.

NOTICE is hereby given that the several matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Nelson on the 24th day of June, 1907, or as soon thereafter as the business of the Court will allow.

[Wellington, 1907-28.]

E. A. WELCH, Registrar.

SCHEDULE.  
APPLICATION FOR PARTITION.

No.	Name of Applicant.	Name of Land.
98	Kirika Tui .. ..	Rangitoto No. 3.

APPLICATION UNDER SECTION 40 OF "THE NATIVE LAND LAWS AMENDMENT ACT, 1895."

No.	Name of Applicant.	Nature of Application.
117	Ernest Alfred Welch, Registrar of the Native Land Court, Wellington	To dismiss appeal by Kiri Rehu against the decision of the Native Land Court, dated 2nd February, 1907, granting probate of the will of Riria Wanaka Weka, deceased, on the ground of non-payment of deposit.

Any cases that can be more conveniently heard at Wairau (Spring Creek) will be adjourned to the sittings of that Court on the conclusion of the business at Nelson.

*Sitting of the Native Appellate Court at Wairau (Spring Creek).*

Registrar's Office, Wellington, 17th June, 1907.  
 NOTICE is hereby given that a sitting of the Native Appellate Court will be held at Wairau (Spring Creek) on the 9th day of July, 1907, to hear and determine the several appeals against the decisions of the Native Land Court set forth in the Schedule hereto. All persons interested in the said appeals are hereby notified to attend at the time and place aforesaid.

[Wellington, 1907-29.]

E. A. WELCH, Registrar.

SCHEDULE.

APPEALS.

No.	Name of Appellant.	Name of Land.	Decision in respect of which Appeal is made.
1	Mihi Rawhiti Matangi (by her agent, Tuhua Watson)	Waikawa Village, Section 6, and other lands	Decision, given 15th March, 1906, appointing successors to Heni Hineahi, deceased.
2	Hoani Maaka Hape and others ..	Wairau, Block XII, Sub-division 10, and Puketea No. 2	Decision, given 13th March, 1906, appointing successors to Ruihi Mounana, deceased.
3	John Heberley .. ..	Yellaton Run.. ..	Decision, given 15th March, 1906, partitioning land.

BANKRUPTCY NOTICES.

*Private Assignments.*

CREDITORS in the undermentioned estates are hereby requested to lodge at my office, Customs Street, Auckland, their claims, covered by a proper proof of debt, on or before the 17th day of July, 1907. Proof-of-debt forms can be obtained on application.

Ashby, Herbert John, of Hamilton, Baker.

Boesen, Hans, of Pirongia.

Matthews, Edgar Israel, Auckland, Draper.

Maxwell, William Samuel, Tauranga, Storekeeper.

McGill, Sydney Edwin, Waihi, Storekeeper.

Samson, Frederick and Thomas, Rotorua, Storekeepers.

Proofs of debt not received on or before the above-mentioned date will not be recognised.

E. GÉRARD,

Trustee.

Official Assignee's Office,  
 Auckland, 12th June, 1907.

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

NOTICE is hereby given that TERRAH DELPHA TAYLOR, of Wanganui, Cycle Mechanic, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Monday, the 24th day of June, 1907, at 2 o'clock p.m.

W. RODWELL,  
 14th June, 1907. Deputy Official Assignee.

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

NOTICE is hereby given that WILLIAM RIDDLER, of Halcombe, Farmer, was this day adjudged bankrupt on a creditor's petition; and I hereby summon a meeting of creditors, to be holden at my office, on Tuesday, the 25th day of June, 1907, at 2 o'clock p.m.

W. RODWELL,  
 15th June, 1907. Deputy Official Assignee.

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

NOTICE is hereby given that ANTON MARRINUS POULSEN, of 128A Adelaide Road, Wellington, Hollow-block Maker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Friday, the 21st day of June, 1907, at 11 o'clock a.m.

JAMES ASHCROFT,  
 Official Assignee.

Wellington, 14th June, 1907.

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

NOTICE is hereby given that JANE WALDRON, of Wellington, Grocer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Tuesday, the 25th day of June, 1907, at 11 o'clock a.m.

JAMES ASHCROFT,  
 Official Assignee.

Wellington, 15th June, 1907.

*In Bankruptcy.—In the District Court, holden at Greymouth.*

NOTICE is hereby given that WILLIAM SMITH, late of Greymouth, Fruiterer, and now of Kaitangata, was this day adjudged bankrupt on creditors' petition; and I hereby summon a meeting of creditors, to be holden at my office, on Tuesday, the 25th day of June, 1907, at 11.30 o'clock a.m.

JAMES E. ALLEN,  
 Deputy Official Assignee.

13th June, 1907.

*In Bankruptcy.—In the District Court, holden at Ashburton.*

NOTICE is hereby given that PATRICK FAHEY, of Methven, Contractor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors, to be holden at my office, on Thursday, the 20th day of June, 1907, at 11 o'clock a.m.

JOHN DAVISON,  
 Deputy Official Assignee.

12th June, 1907.

*In Bankruptcy.*

In the estate of OLIVER ALLSOP, of The Cave, Butcher.

A FIRST and final dividend, of 13s. 7d. per pound, on all accepted proved claims is now payable at my office, Arcade, Timaru.

ALEX. MONTGOMERY,  
 Deputy Official Assignee.

Timaru, 14th June, 1907.

MINING NOTICES.

THE CAIRNTRODLIE GOLD-DREDGING COMPANY (LIMITED).

NOTICE is hereby given, in pursuance of section 230 of "The Companies Act, 1903," that a General Meeting of the members of the above-named company will be held at the office of Mr. John Latham, Mersey Street, Gore, on Thursday, the 11th day of July, 1907, at 2 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the company disposed of, and of hearing any explanation that may be given by the Liquidators; and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the company, and of the Liquidators thereof, shall be disposed of.

Dated at Gore, the 13th day of June, 1907.

JOHN LATHAM,  
 JAS. A. YULE,  
 Liquidators.

UNDER "THE MINING ACT, 1905."

APPLICATION FOR LICENSE FOR A WATER-RACE.

To the Warden of the Otago Mining District, at Lawrence.

PURSUANT to "The Mining Act, 1905," the undersigned, Frank Whelan, of Waitahuna, Miner, hereby applies for a license for a 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: 29th October, 1906; No. 62101.

Address for service: At the office of Stewart Fletcher, Solicitor, Lawrence.

Dated at Lawrence, this 17th day of June, 1907.

Schedule.

Locality of the race and of its starting and terminal points: In the Tuapeka East District: Commencing at a point on the right-hand bank of the Waitahuna River about two miles above the Bush Reserve at the Waitahuna Falls (opposite Section 15, Block VII, Tuapeka East); thence running along the right bank of the Waitahuna River through Crown lands leased to John Sutherland, crossing the Waitahuna-Waipori Road, and entering the freehold lands of John Sutherland—viz., Sections 4 and 10, Block VII; Sections 8 and 27, Block VI, Tuapeka East, crossing Bungtown Creek at a point about 600 yards below the junction of German and Bungtown Creeks to the spur above the Waitahuna Hydraulic Sluicing Company's race; thence above that company's race at varying distances of from 1 to 4 chains, entering Crown lands held by the Havelock Commonage for about half a mile; thence into the freehold lands of John Sutherland—viz., Sections 7, 17, 36, and 37, Block X, Waitahuna East; thence through Crown lands about two miles and a half, terminating at the claims held by Applicant close to Havelock Township under licenses issued out of the Warden's Court at Lawrence, and numbered 100/07 and 120/07 respectively, together with a strip of land 5 ft. in width on top of race and 15 ft. in width on the bottom. Pegs and mounds marked "X."

Length and intended course of race: Twelve miles (about four miles through freehold); south-westerly.

Points of intake: One; commencing-point.

Estimated time and cost of construction: Twelve months; £1,500.

Mean depth and breadth: Depth, 2 ft.; breadth, 3 ft. 6 in. on top, 3 ft. on bottom.

Number of heads to be diverted: Twenty.

Purpose for which water is to be used: Sluicing.

Proposed term of license: Forty-two years.

FRANK WHELAN  
(By his Solicitor, S. FLETCHER),  
Applicant.

Precise time of marking out privilege applied for: 13th June, 1907, at 4 p.m.

Time and place appointed for the hearing of the application and all objections thereto: Monday, 15th July, 1907, at Warden's Court, at Lawrence, at 1.30 p.m.

Objections thereto must be filed in the Registrar's office and notified to applicant at least three days before the day so appointed.

688 A. M. EYES,  
Mining Registrar.

LAND TRANSFER ACT NOTICES.

EVIDENCE of the loss of certificate of title, Vol. 64, folio 125, in favour of ANNIE MORRISON, for Allotment 171, Parish of Takapuna, having been lodged with me, and application made to issue a provisional certificate of title, and also to register a transmission to ALEXANDER ROGER MORRISON, notice is hereby given of my intention to issue a provisional certificate of title and to register the transmission accordingly at the expiration of fourteen days from the date of the Gazette containing this notice.

Dated the 8th day of June, 1907, at the Lands Registry Office, Auckland.

EDWIN BAMFORD,  
District Land Registrar.

664

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 Gazette containing this notice.

Application 1096. ROSINA JANE CRAWFORD, Applicant.—1 rood 1 perch, being the Section 937, Borough of New Plymouth. Occupied by Applicant.

Diagram may be inspected at this office (Plan 2433).

Dated this 11th day of June, 1907, at the Lands Registry Office, New Plymouth.

R. BAYLEY,  
Assistant District Land Registrar.

673

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 20th July, 1907.

3990. TIMOTHY TUOMEY.—2 acres and 12·4 perches, part Sections 21 and 25 and river accretion, Hutt District. Occupied by Applicant.

3998. MARY ANN WILKINS.—190 acres and 26 perches, part Sections 98 and 180 and river accretion, Hutt District. Occupied by Applicant.

4027. JOSEPH ANDREWS.—33·9 perches, part Section 113, City of Wellington. Occupied by Applicant.

4029. JOHN SPEARS RUSSELL.—3 acres and 12 perches, part Section 20, Right Bank, Wanganui River. Occupied by Applicant.

4031. THOMAS WILLIAM LITTLE.—2 roods 37·6 perches, part Section 1, Manaia Block. Occupied partly by Applicant and partly by Alfred Thomas Lake.

4032. JESSIE LOUISA LEVINA OVEREND.—31·7 perches, part Section 236, City of Wellington. Occupied partly by John Hall and partly by Ernest T. Sleeman.

Diagrams may be inspected at this office.

Dated this 19th day of June, 1907, at the Lands Registry Office, Wellington.

J. M. BATHAM,  
District Land Registrar.

685

APPLICATION having been made to me to register a re-entry by JOHN EMSLIE REID and DAVID MOON under outstanding deed of lease dated 16th March, 1904, affecting part of Section 227, Right Bank, Wanganui River, being the land comprised in certificate of title, Vol. 137, folio 32, of which JOHN RHODES and THOMAS RHODES are the registered Lessees, I hereby give notice that I will register the re-entry as requested unless caveat be lodged forbidding the same on or before the 20th day of July, 1907.

Dated this 19th day of June, 1907, at the Lands Registry Office, Wellington.

J. M. BATHAM,  
District Land Registrar.

686

APPLICATION having been made to me for the issue of a provisional certificate of title in the name of ELIZABETH WARWICK, wife of Thomas Agate Warwick, formerly of Christchurch, Soap-boiler, now of Wanganui, for Lot 45, Deposited Plan 24, part of Section 827, City of Wellington, being the land comprised in certificate of title, Vol. 44, folio 184, and evidence having been lodged of the loss of the said certificate of title, I hereby give notice that I will issue the provisional certificate of title as requested unless caveat be lodged forbidding the same on or before the 3rd day of July, 1907.

Dated this 19th day of June, 1907, at the Lands Registry Office, Wellington.

J. M. BATHAM,  
District Land Registrar.

687

APPLICATION having been made to me for the issue of a provisional certificate of title in the name of ANDREW HUNTER, of Wanganui, Farmer, for Lot 26, Deposited Plan No. 381, part of Sections 235 and 236, Right Bank, Wanganui River, being the land comprised in certificate of title, Vol. 52, folio 27, and evidence having been lodged of the loss of the said certificate of title, I hereby give notice that I will issue the provisional certificate of title as requested unless caveat be lodged forbidding the same on or before the 3rd day of July, 1907.

Dated this 19th day of June, 1907, at the Lands Registry Office, Wellington.

J. M. BATHAM,  
District Land Registrar.

688

**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 publication in the *Gazette* containing this notice.

No. 588. **THE PUBLIC TRUSTEE.**—One rood, being Section 562, Town of Picton. Unoccupied.

Diagram may be inspected at this office.

Dated this 17th day of June, 1907, at the Lands Registry Office, Blenheim.

T. SCOTT-SMITH,  
District Land Registrar.

679

**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.

1412. **STEPHEN BROWN WHITE.**—7 perches, part of Section 487, City of Nelson. Occupied by Applicant.

Diagram may be inspected at this office.

Dated this 17th day of June, 1907, at the Lands Registry Office, Nelson.

H. EYRE-KENNY,  
District Land Registrar.

680

**EVIDENCE** having been furnished as to the loss of certificate of title, Vol. 53, folio 161, comprising Lot 46, Plan 331, part of Rural Section 30314, situated in the Ashburton District, whereof the late **FREDERIC WILKINSON**, of Chertsey, Farmer, is the registered proprietor, and application having been made to me to issue a provisional certificate of title, I hereby give notice that I will issue such provisional certificate at the expiration of fourteen days from the date of the *Gazette* containing this notice.

Dated this 17th day of June, 1907, at the Lands Registry Office, Christchurch.

G. G. BRIDGES,  
District Land Registrar.

675

**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 of the date of the *Gazette* containing this notice.

9414. **EDMUND POWER.**—95 acres and 34 perches, parts of Rural Sections 7357 and 7647, Block 14, Rangiora Survey District. Occupied by Applicant.

10439. **REUBEN OGDEN.**—7 acres 2 roods 31 perches, part of Rural Section 6471, Block 12, Kowai Survey District. Occupied by Frederick William Fever.

10492. **ANDREW MCGILL.**—44 acres 2 roods, parts of Rural Sections 853 and 7049, Block 13, Christchurch Survey District. Occupied by Applicant.

10529. **ROBERT WILLIAM CHAPMAN.**—669 acres 3 roods 38 perches, Rural Sections 2894, 2895, 2954, 3103, 3617, 4995, 11429, 11430, 11431, and parts of Rural Sections 2865, 3104, 3982, Block 9, Rangiora Survey District. Occupied by Dougall George Matheson and Michael Winter.

Diagrams may be inspected at this office.

Dated this 18th day of June, 1907, at the Lands Registry Office, Christchurch.

G. G. BRIDGES,  
District Land Registrar.

681

### PRIVATE ADVERTISEMENTS.

In the matter of "The Companies Act, 1903"; and in the matter of Grant, Barnett, and Company (Limited), a company incorporated outside New Zealand.

**PURSUANT** to section 302 of "The Companies Act, 1903," notice is hereby given that the above-named company proposes to commence and carry on business in New Zealand, and that the situation and locality of the Office of the said company is at John Street, in the City of Wellington.

Dated the 10th day of June, 1907.

W. F. HEDGER,  
Attorney.

644

### COMPANIES ACTS, 1862 to 1900.

In the matter of the Otago and Southland Investment Company (Limited), (in liquidation).

**NOTICE** is hereby given that the creditors of the Otago and Southland Investment Company (Limited) are required, on or before the 26th day of July, 1907, to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their solicitors, if any, to **GEORGE HUTTON MOODIE**, Lower High Street, Dunedin, Attorney for Affleck Duncan Fraser, F.C.I.S., of 2 Great Winchester Street, London, E.C., the Liquidator of the said company, or in default thereof they will be excluded from the benefit of any distribution made before the dissolution of the said company.

Dated this 13th day of June, 1907.

SMITH, MACGREGOR, AND SINCLAIR,  
Liverpool Street, Dunedin,

649 Solicitors for the Attorney of the said Liquidator.

**IN RE THE WAIROA STEAMSHIP COMPANY (LIMITED), (IN LIQUIDATION).**

**A**T an extraordinary general meeting of the members of the above-named company, duly convened, and held at Field's Buildings, Dargaville, on the 27th day of April, 1907, the following special resolution was duly passed; and at a subsequent extraordinary general meeting of the members of the said company, also duly convened, and held at Field's Buildings, Dargaville, on the 11th day of May, 1907, the following special resolution was duly confirmed:—

"That the Wairoa Steamship Company (Limited) be wound up voluntarily."

ALFRED E. HARDING,  
Chairman.

Witness—Stanley G. Chambers, A.I.A.

661

**FRANK HENDERSON AND CO. (LIMITED), (IN LIQUIDATION).**

**A** MEETING of shareholders of the above company will be held at the office of the undersigned, 143 Queen Street (Legal Chambers), Auckland, at 11 a.m. on the 29th June, 1907, to receive Liquidator's report and balance-sheet for the first year of the liquidation of the above company ending the 29th June, 1907.

H. REIMERS,  
Liquidator.

662

**JENKINSON AND COMPANY (LIMITED).**

**NOTICE** is hereby given, pursuant to section 230 of "The Companies Act, 1903," that a General Meeting of the members of the above-named company will be held at the office of the Liquidator, **OSMOND RUSSELL BENDALL**, Sussex Chambers, Panama Street, Wellington, on Tuesday, the 9th day of July, 1907, at 4 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of directing, by extraordinary resolution, that the books, accounts, and documents of the company, and of the Liquidator thereof, be handed over to the Wellington and Wairarapa Motor Company (Limited), the purchaser of the company's business and property.

Dated this 14th day of June, 1907.

O. R. BENDALL,  
Liquidator.

663

"THE COMPANIES ACT, 1903."

**NOTICE** is hereby given that the following special resolution was passed at an extraordinary general meeting of the **NORTH ISLAND MILK-CURE BACON COMPANY (LIMITED)** held on the 23rd day of May, 1907, and was confirmed at an extraordinary general meeting of the said company held on the 5th day of June, 1907:—

"That the company be wound up voluntarily under the provisions of 'The Companies Act, 1903'; and that **WILLIAM NICHOLSON**, of Woodville, Accountant, the Secretary of the company, be hereby appointed Liquidator for the purpose of such winding-up."

WM. NICHOLSON, Secretary.

665

"THE COMPANIES ACT, 1903," SECTION 266, (3).

THE CLEGG PATENT LOOK-OUT UMBRELLA COMPANY  
(LIMITED).

TAKE notice that the name of the above-mentioned company will, at the expiration of three months from the date hereof, unless cause is shown to the contrary, be struck off the Register, and the company will be dissolved.

Given under my hand, at Christchurch, this tenth day of June, one thousand nine hundred and seven.

P. G. WITHERS,  
Assistant Registrar of Companies.

666

MEDICAL REGISTRATION.

I, JOHN OGILVIE VEITCH, M.B. Mast. Surg. 1895, M.D. 1906, Univ. Edin., now residing in Wellington, hereby give notice that I intend applying on the 15th July next to have my name placed on the Medical Register for the Colony of New Zealand, and that I have deposited the evidence of my qualification in the office of the Registrar-General.

J. OGILVIE VEITCH.

Dated at Wellington, 13th June, 1907. 667

HAWKE'S BAY COUNTY COUNCIL.

RESOLUTION AMENDING THE BY-LAWS OF THE HAWKE'S BAY COUNTY, AND INTENDED TO OPERATE AS A SPECIAL ORDER.

IN pursuance and exercise of the powers, provisions, and authorities contained in "The Counties Act, 1886," and the amendments thereof, and in "The Public Works Act, 1905," and of all enabling powers and authorities vested in it by any other Act or otherwise, the Council of the County of Hawke's Bay doth hereby make and ordain the following by-law, that is to say:—

By-law No. 12.

Certain roads closed against heavy traffic during winter months.

"Heavy traffic of all kinds shall cease during the months of May, June, July, August, and September in the year 1907, and in each succeeding year thereafter, on that part of the county road commencing at the five-mile post, at the foot of the Greenmeadows Hill, and proceeding via Whare-rangi and Rissington to Puketitiri, and also on that part of the county road commencing at Pohui and proceeding via Dillon's Hill to Marshall's Crossing.

"Any person committing a breach of this by-law shall for every offence be liable to a penalty of £5."

And the said Council doth hereby amend By-law Number 11 in manner following—to wit, by striking out the words "other than" wherever they occur in the said by-law, and by striking out the word "three" wherever that word occurs in section 1 of the said by-law, and inserting in lieu thereof the words "two and a half." And the said Council doth hereby amend section 15 of By-law Number 6 by adding thereto the following words: "And nothing herein contained shall be deemed to restrict the operation of By-law Number 11." And the said Council doth hereby further ordain that the foregoing By-law Number 12 and the foregoing amendments shall come into force on the 1st day of July, 1907.

The common seal of the Chairman, Councillors, and Inhabitants of the County of Hawke's Bay was hereunto affixed by order of the said Council the 10th day of June, 1907, in the presence of—

THOMAS CROSSE,  
Chairman.

ARTHUR H. FERGUSON,  
Clerk.

The foregoing resolution amending the by-laws of the Hawke's Bay County was duly passed by the Council of the said county at a special meeting thereof, duly called, and holden at the office of the said Council in Tennyson Street, Napier, on Monday, the 13th day of May, 1907, at the hour of 12 noon, and was duly confirmed as a special order at a subsequent meeting of the said Council, notified in accordance with the provisions of section 11 of "The Counties Act Amendment Act, 1903," and holden at the place and hour aforesaid on Monday, the 10th day of June, 1907. And the said special order was published in the (Napier) Daily Telegraph of the 14th day of June, 1907, and in the New Zealand Gazette, 1907, Vol. i, folio 1915, and was forwarded to the Minister for Public Works by registered post on the 12th day of June, 1907.

ARTHUR H. FERGUSON,  
Clerk, Hawke's Bay County Council.

668

In the matter of "The Companies Act, 1903"; and in the matter of Louis Schatz and Company (Limited).

AT an extraordinary general meeting of the members of the above-named company, duly convened, and held at No. 12 Customhouse Quay, in the City of Wellington, on the 12th day of June, 1907, the following extraordinary resolution was duly passed:—

"That it has been proved to the satisfaction of the shareholders that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the same be wound up accordingly."

And at the same meeting JOHN MARTEN BUTT, of Wellington, was appointed Liquidator for the purpose of such winding-up.

Dated this 13th day of June, 1907.

W. WATSON,  
Chairman.

669

In the matter of the Onewhero Co-operative Dairy Company (Limited), (in liquidation).

NOTICE is hereby given that a Meeting of the shareholders of the ONEWHERO CO-OPERATIVE DAIRY COMPANY (LIMITED), (in liquidation), will be held at the Public Hall, Onewhero, on Saturday, the 6th day of July, 1907, at 1 o'clock in the afternoon, for the purpose of considering the statement of accounts of the Liquidator showing the manner in which the winding-up on the said company has been conducted and the assets of the company disposed of.

Dated the 14th day of June, 1907.

M. G. MCGREGOR,  
Liquidator.

670

"THE COMPANIES ACT, 1903," SECTION 266, SUB-SECTION (3).

IT having been reported to me that the undermentioned company has ceased to carry on business, I hereby give notice that at the expiration of three months from this date the name of such company will, unless cause is shown to the contrary, be struck off the Register, and the company will be dissolved.

Name of company: Kerr Arnott and Company (Limited).  
Dated at Hokitika, this 12th day of June, 1907.

R. ACHESON,  
Assistant Registrar of Joint-stock Companies.

672

"THE COMPANIES ACT, 1903," SECTION 266, SUB-SECTION (4).

TAKE notice that the companies enumerated in the Schedule hereto have been struck off the Register, and the companies have been dissolved.

SCHEDULE.

The Westland Federated Gold Mining and Dredging Company (Limited). 1901/1.

The Aorere River Gold-dredging Company (Limited). 1901/5.

The Five-mile Beach Gold-dredging Company (Limited). 1904/16.

The Horrocks Automatic Vending-machine Company (Limited). 1904/21.

Dated this 20th day of June, 1907, at the Registrar of Companies' Office, Wellington.

C. H. WALTER DIXON,  
Assistant Registrar.

674

I, WILLIAM LAURENCE SIMPSON, Manager of the Trustees, Executors, and Agency Company of New Zealand (Limited), do hereby solemnly and sincerely declare,—

1. That the liability of the company is limited.
2. That the capital of the company is £50,000, divided into 10,000 shares of £5 each.
3. That the number of shares issued is 10,000.
4. That calls to the amount of £1 per share have been made, from which the sum of £10,000 has been received.
5. That the amount of money received as executor of estates under administration for the six months to 31st March, 1907, was £25,972 13s. 7d.
6. That the amount of money paid as executor of estates under administration for the six months to 31st March, 1907, was £25,136 7s. 10d.
7. That the amount of money held as executor to the credit of estates under administration was at 31st March, 1907, £5,199 13s. 9d.

8. That the amount remaining in the company's hands at 31st March, 1907, to the credit of estates for which the company is executor, co-executor, trustee, or co-trustee, which sum is represented by either cash, or securities, or both, was £989,555 18s. 4d.

9. That the liabilities and assets of the company in terms of the balance-sheet were at 31st March, 1907, as follows:—

Liabilities—Capital: 10,000 shares of £5 each, £50,000; less £4 per share uncalled, £40,000 .. ..	£	s.	d.
Reserve Fund .. ..	10,000	0	0
Balances due by the company ..	10,000	0	0
Balance of profit and loss ..	7,713	5	6
	2,081	10	6
	<hr/>		
	£29,794	16	0

Assets—Deposits in banks, mortgages, land, and debentures .. ..	£	s.	d.
Balances due to the company ..	20,207	10	9
Office furniture and stationery ..	5,566	7	7
Interest and commission accrued ..	97	2	6
Cash in banks: On special accounts, £1,203 9s. 4d.; company's current account, £2,403 15s. 10d. ..	316	10	0
	3,607	5	2
	<hr/>		
	£29,794	16	0

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

W. LAURENCE SIMPSON.

Declared this 15th day of June, 1907, before me—Spencer Brent, a Solicitor of the Supreme Court of New Zealand.

676

NOTICE is hereby given that the Partnership hitherto subsisting between us, the undersigned, JOHN McILROY and ARTHUR GRANVILLE TURNER, both of Geraldine, has this day been dissolved by mutual consent.

Dated this 17th day of June, 1907.

JNO. McILROY.  
A. G. TURNER.

Witness to the signatures of the above-named John Mcilroy and Arthur Granville Turner—A. P. Barklie, Solicitor, Geraldine.

677

"PRIVATE ESTATES BILLS ACT, 1867."

NOTICE is hereby given a Petition will be lodged with the Legislative Council for the passing of an Act under the above enactment, to be called "The Wi Pere Estates Act, 1907," at the ensuing session of Parliament.

(Signed) ARAPERA PERE,  
One of the Beneficiaries and Petitioners.

Witness to signature of Arapera Pere—E. H. Pavitt, Accountant, Gisborne.

The Petition prays that an Act may be passed appointing a new trustee of the Petitioners' property in place of the present trustee, and providing new terms of trust and management for the same. A copy of the Petition and copies of the proposed Bill have now been deposited at the office of the Examiner of Standing Orders, where the same may be inspected.

BELL, GULLY, BELL, AND MYERS,  
Agents for W. L. REES, Petitioners' Solicitor.

Wellington, 18th June, 1907.

678

DISSOLUTION OF PARTNERSHIP.

MR. R. C. HAMERTON, Solicitor, having decided to retire from practice, the Partnership hitherto existing between him and Mr. R. H. WEBB, and carried on under the style of "Hamerton, Andrew, and Webb," has been dissolved as from the 30th day of April, 1907. Mr. Webb will carry on the business in the same premises and under the same style as hitherto.

R. C. HAMERTON.  
R. HERBERT WEBB.

682

COOK COUNTY COUNCIL.

NOTICE is hereby given that this Council proposes to construct a certain public work—viz., a new road along the Waihuka Valley, from the present Motu Road to the junction of Neill Road—and to take for that purpose the lands described in the Schedule hereto.

The works proposed to be executed are formation, metal-ling, bridges, and drains.

The owners and occupiers of the lands are Messrs. Hutchinson Bros.

All persons having any objection to the taking of the land, or who will be injuriously affected by the construction of the proposed works, are required to state their objections in writing, and send the writing to the office of the Council on or before the 31st July, 1907.

SCHEDULE.

Area of Land to be taken.	Portions of Sections.	Block No.	Survey District.
A. R. P. 40 0 13 20 3 34	Waihuka Block Run 47 ..	I and II I and IV	Waikohu. Waikohu and Ngatapa.
5 3 8 3 3 0	Hihiroroa A .. Hihiroroa 2 ..	I IV	Waikohu. Ngatapa.

A plan of the lands to be taken is on view at the office of the Council, Gisborne, during office hours.

JOHN WARREN, Clerk.

Gisborne, 10th June, 1907.

684

CONTENTS.

APPOINTMENTS .. .. .	1868
BANKRUPTCY NOTICES .. .. .	1912
CROWN LANDS NOTICES .. .. .	1903
LAND—	
Allocating, reserved and taken for a Railway to the Purposes of a Road .. .. .	1861
Authorising Exchange of Portion of Reserve .. .. .	1866
Declaring Approach Road to be a Road .. .. .	1864
For Sale by Public Auction .. .. .	1867
Native, taken for a Gravel-pit .. .. .	1864
Native, taken for a Public School .. .. .	1864
Native, taken for Scenery-preservation Purposes .. .. .	1863
Recreation Reserve brought under "The Public Domains Act, 1881" .. .. .	1865
Rural, open for Selection on Lease in Perpetuity .. .. .	1867
Set apart for Improved-farm Special Settlement .. .. .	1861
Taken compulsorily under the Land for Settlements Consolidation Act and its Amendments .. .. .	1898
Taken for a Post-office .. .. .	1862
Taken for Roads .. .. .	1862
Taken for Scenery-preservation Purposes .. .. .	1862
Temporarily reserved .. .. .	1866
LAND TRANSFER ACT NOTICES .. .. .	1913
MAORI LAND ADMINISTRATION NOTICES .. .. .	1904
MILITIA AND VOLUNTEERS .. .. .	1870
MINING NOTICES .. .. .	1912
MISCELLANEOUS—	
Branches of Friendly Societies registered .. .. .	1898
Cancelling Notice fixing Closing-hours of Shops .. .. .	1898
Fixing Closing-hours of Shops .. .. .	1897
Fixing Date on which certain Returns under the Fire Brigades Act are to be furnished .. .. .	1870
Justice of the Peace resigned .. .. .	1869
Meteorological Returns for May .. .. .	1899
Notice pursuant to "The Public Trust Office Consolidation Act, 1894" .. .. .	1903
Notices to Mariners .. .. .	1872
Officiating Ministers for 1907 .. .. .	1903
Prohibiting Net-fishing in Portion of Otago Harbour .. .. .	1865
Regulations for Hire of Diamond Drills .. .. .	1898
Regulations relating to the Examination of Engineers in the Mercantile Marine .. .. .	1872
Regulations under the Sea-fisheries Act .. .. .	1865
Revoking Appointment of Trustees of Public Cemetery .. .. .	1868
Special Orders .. .. .	1870
Trustee of Public Cemetery resigned .. .. .	1869
Trustees of Public Cemeteries appointed .. .. .	1868
Vesting Control of Bridge, and apportioning Cost and Maintenance thereof .. .. .	1866
NATIVE LAND COURT NOTICES .. .. .	1909
PRIVATE ADVERTISEMENTS .. .. .	1914

By Authority: JOHN MACKAY, Government Printer, Wellington.