



THE
NEW ZEALAND GAZETTE.

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WELLINGTON, THURSDAY, JUNE 18, 1914.

Districts constituted under the Marriage Act, 1908.

LIVERPOOL, Governor.

[L.S.] By his Deputy,
ROBERT STOUT.

A PROCLAMATION.

IN pursuance and exercise of the power and authority vested in the Governor by the Marriage Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby abolish the existing marriage district known as the Te Awamutu District, and do proclaim and declare that the territory heretofore comprised within the said district is hereby divided anew into two marriage districts, the names and boundaries whereof shall be as follows:—

TE AWAMUTU DISTRICT.

ALL that area in the Auckland Land District bounded towards the north generally by the Karamu Parish from the western watershed of the Waipa River to the said Waipa River; thence by the Tuhikaramea, Te Rapa, and Pukekura Parishes to the southernmost corner of the last-mentioned parish; thence by a right line to Maungatautari Trig. Station; thence by a right line to the confluence of the Little Waipa River with the Waikato River; thence towards the east generally by the Waikato River to a point due east of Wharepuhunga Trig. Station No. 1566; thence towards the south generally by a right line to the said Wharepuhunga Trig. Station; thence by a right line to Pamoto motu Trig. Station No. 1592; thence by a right line to Pukemapou Trig. Station No. 1594; thence by a right line to Maunganui Trig. Station No. 1589; thence by a right line to the north-eastern corner of Section No. 9, Block XIV, Puniu Survey District; thence by the road forming the northern boundaries of Sections Nos. 9 and 8, Block XIV aforesaid, to Kawa Railway-station; thence by Kawa Road to Pirongia Road, by Pirongia Road to Ngutunui Road, and by Ngutunui Road to Section No. 8, Block X, Pirongia Survey District; thence by Sections Nos. 8, 7, 4, and 1, Block X aforesaid, to the road at the north-western corner of the last-mentioned section; thence towards the west generally by that road to the south-eastern corner of Section No. 5, Block IX, Pirongia Survey District; thence by Sections Nos. 5, 2, and 1, Block IX aforesaid, and by Kawhia County to the western watershed of the Waipa River; and thence by the said western watershed to the southern boundary of Karamu Parish, the place of commencement.

OTOROHANGA DISTRICT.

All that area in the Auckland Land District bounded towards the north by Ngutunui Road from the eastern boundary of Section No. 8, Block X, Pirongia Survey District, to Pirongia Road, by that road to Kawa Road, and by Kawa Road and its continuation easterly to the north-eastern corner of Section No. 9, Block XIV, Puniu Survey District; thence towards the north-east generally by a right line to Maunganui Trig. Station No. 1589, a right line to Pukemapou Trig. Station No. 1594, and a right line to Pamoto motu Trig. Station No. 1592; thence towards the south by a right line to Tahaia Trig. Station No. 1378; thence by a right line to the easternmost corner of Section No. 4, Block XII, Orahiri Survey District; thence by that section and its northern boundary produced to the road which intersects the Pukeroa-Hangatiki Block; thence southerly by that road to the Hangatiki Railway-station; thence by the road running north-westerly to and by the Hangatiki Road to the eastern boundary of Block X, Orahiri Survey District; thence towards the west generally by Blocks X and VI, Orahiri Survey District, to the south-eastern corner of Section No. 7, Block II; thence by Sections Nos. 7 and 5 and 1A, Block II, and Sections Nos. 2 and 1, Block II, Orahiri Survey District, to the south-eastern corner of Section No. 1, Block XIV, Pirongia Survey District; thence by the last-mentioned section to its north-eastern corner; thence by a right line to the south-eastern corner of Section No. 8, Block X, and by that section to Ngutunui Road, the place of commencement.

And I hereby declare that this Proclamation shall come into operation on the first day of July, in the year of our Lord one thousand nine hundred and fourteen.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this eighth day of June, in the year of our Lord one thousand nine hundred and fourteen.

H. D. BEJL,
Minister of Internal Affairs.

GOD SAVE THE KING!

Districts constituted under the Births and Deaths Registration Act, 1908.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

IN pursuance and exercise of the power and authority vested in the Governor by the Births and Deaths Registration Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby abolish the existing registration district known as the Te Awamutu District, and do proclaim and declare that the territory heretofore comprised within the said district is hereby divided anew into two registration districts, the names whereof shall be the Te Awamutu and Otorohanga Districts, and the boundaries whereof shall be conterminous with the boundaries of the marriage districts bearing the same names, as are set forth in a Proclamation of even date herewith, made under the provisions of the Marriage Act, 1908.

And I hereby declare that this Proclamation shall come into operation on the first day of July, in the year of our Lord one thousand nine hundred and fourteen.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this eighth day of June, in the year of our Lord one thousand nine hundred and fourteen.

H. D. BELL,
Minister of Internal Affairs.

GOD SAVE THE KING!

Defining the Middle-line of the Culverden-Waiata Branch of the Hurunui-Waitaki Railway.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS the Culverden-Waiata branch of the Hurunui-Waitaki Railway (hereinafter termed "the said railway") is a railway the construction of which is authorized by the Railways Authorization Act, 1912: And whereas it has been determined to construct and maintain the said railway:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on me by section one hundred and eighty-eight of the Public Works Act, 1908, and in exercise of every other power and authority in anywise enabling me in this behalf, do hereby proclaim and declare that the middle-line of the said railway shall be that defined and set forth in the Schedule hereto.

SCHEDULE.

COMMENCING at a point in railway reserve in Block VI, Culverden Survey District, marked 0 mile 0 chain, on plan P.W.D. 35398, which point is approximately the present point of termination of the railway as shown on plan marked P.W.D. 1475, and proceeding thence in a north-easterly direction generally for a distance of about thirteen miles, and passing in, into, through, or over the following lands, &c.—viz., railway reserve in Block VI, Culverden Survey District; Lot 5 of Section 209, Block VI, Culverden Survey District; Section 205, gravel reserve, part of Section 205, Lot 6 of Section 206, part of Lot 7, Sections 48, 49, 50, 77, 76, 75, 78, 79, 32, 33, 216, 217, 29, Block III, Culverden Survey District; Sections 40, 39, 44, 45, 46, 59, 60, and Stock Reserves 3418, 3419, Block XVI, Lyndon Survey District; thence in a south-easterly direction through Stock Reserve 3420, Block XVI, Lyndon Survey District, and terminating at a point in the said Stock Reserve 3420 marked 13 miles: including all adjoining and intervening places, lands, reserves, roads, tracks, lakes, rivers, streams, and watercourses: all in the Canterbury Land District: as

the same is delineated on the plan marked P.W.D. 35398, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Setting apart Land in Wellington Land District for Leasing as a Small Grazing-run under the Land Act, 1908.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

BY virtue and in exercise of the powers and authorities vested in me by section two hundred and eight of the Land Act, 1908, and of every other power and authority enabling me in that behalf, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby declare that the run mentioned in the Schedule hereto shall be subject to the provisions of sections two hundred and eight to two hundred and twenty-two of Part V of the Land Act, 1908, relating to small grazing-runs.

SCHEDULE.

WELLINGTON LAND DISTRICT.—WAITOTARA COUNTY.

Section.	Block.	Survey District.	Area.
18	VIII	Momabaki ..	A. R. P. 2,397 0 0

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this eleventh day of June, in the year of our Lord one thousand nine hundred and fourteen.

H. D. BELL,
For Minister of Lands.

GOD SAVE THE KING!

Proclaiming Native Land to be Crown Land under Section 368 of the Native Land Act, 1909.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS by section three hundred and sixty-eight of the Native Land Act, 1909 (hereinafter referred to as "the said Act"), it is provided, *inter alia*, that the Crown may purchase any Native land in pursuance of a resolution of the assembled owners passed and confirmed in accordance with Part XVIII of the said Act, and on the resolution being adopted by the Native Land Purchase Board it shall become a contract of purchase as between the Crown and all persons who are the owners of the land; and the Governor may by Proclamation, at any time after the contract of purchase has been so made, declare that the land so purchased is vested in His Majesty the King and it shall vest accordingly, and shall become Crown land:

And whereas a resolution was passed by a meeting of assembled owners, and duly confirmed by the Waiariki District Maori Land Board, that the land set out in the Schedule hereto be sold to the Crown:

And whereas the Native Land Purchase Board duly considered and adopted the resolution:

Now, therefore, in pursuance and exercise of the power and authority conferred upon me by section three hundred and sixty-eight of the said Act, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby proclaim and declare the land set out in the Schedule hereto to be Crown land subject to the Land Act, 1908.

SCHEDULE.

Block.	Approximate Area.			Survey District.
	A.	R.	P.	
Oamaru No. 7B	1,645	0	0	Urutawa.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this fifth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. H. HERRIES,
Native Minister.

GOD SAVE THE KING!

Land proclaimed as a Road in Block XV, Maungakawa Survey District, Piako County.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section eleven of the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby, with the consents of the owner of the land described in the Schedule hereto, and of the Piako County Council, being the local authority in whose district the said land is situated, proclaim as a road the land in Maungakawa Survey District described in the Schedule hereto.

SCHEDULE.

Approximate Area of the Piece of Land proclaimed as a Road.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 1 3 1	Te Au-o-Waikato No. 2 (15903, blue)	XV	Maungakawa	P.W.D. 35480	Pink.

In the Auckland Land District; as the same is more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Stopping a Government Road in Block XV, Orahiri Survey District.

LIVERPOOL, Governor.

By his Deputy,

ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS by paragraph (c) of section one hundred and thirty-three of the Public Works Act, 1908, it is enacted that the Governor may, by Proclamation publicly notified, stop or alter the course of any Government road or any part thereof:

And whereas the Government road described in the Schedule hereto is no longer required for the purpose of a road:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the above-in-part-recited Act, and of all other powers in anywise enabling me in this behalf, do hereby proclaim as stopped the road described in the Schedule hereto.

SCHEDULE.

Approximate Areas of the Pieces of Road stopped.	Adjoining or passing through	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 1 0 21.7	Te Kumi No. 10	} XV	Orahiri	P.W.D. 34173, Sheet No. 2	Green.
2 1 28.4	" 12				
0 0 0.9	" 12				
0 1 8.5	" 12				
0 0 5.1	" 12				
0 0 0.4	" 12				
0 2 18.2	" 12				
	(17050A, blue)				

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 Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Stopping a Government Road in Block VIII, Mangamuka Survey District.

LIVERPOOL, Governor.

By his Deputy,

ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS by paragraph (c) of section one hundred and thirty-three of the Public Works Act, 1908, it is enacted that the Governor may, by Proclamation publicly notified, stop or alter the course of any Government road or any part thereof:

And whereas the Government road described in the Schedule hereto is no longer required for the purpose of a road:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the above-in-part-recited Act, and of all other powers in anywise enabling me in this behalf, do hereby proclaim as stopped the road described in the Schedule hereto.

SCHEDULE.

Approximate Area of the Piece of land hereby stip'd.	Adjoining Section	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 1 8-2	17A, subdivision of Ahutoatoa Block 136N (17031A, blue)	VIII	Mangamuka	P.W.D. 35278	Green.

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 Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Land taken for Scenic Purposes in Block IX, Woodland Survey District.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS the land described in the Schedule hereto is required to be taken, under the Public Works Act, 1908, the Scenery Preservation Act, 1908, and the Scenery Preservation Amendment Act, 1910, for scenic purposes:

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

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, the Scenery Preservation Act, 1908, and the Scenery Preservation Amendment Act, 1910, 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 hereto is hereby taken for scenic purposes as aforesaid; and I do also hereby declare that this Proclamation shall take effect from and after the fourth day of July, one thousand nine hundred and fourteen.

SCHEDULE.

Approximate Area of the Pieces of Land taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 5 3 6 7 0 12 6 3 23	Section 2 ..	IX	Woodland	P.W.D. 34378	Edged red.

All in the Otago 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 Minister

of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Land taken for the Purposes of a Road in Block XI, Nukumaru Survey District, Waitotara County.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

[L.S.]

A PROCLAMATION.

WHEREAS the land described in the Schedule hereto is required to be taken, under the Public Works Act, 1908, for a certain public work—to wit, for the purposes of a road in Block XI, Nukumaru Survey District:

And whereas the Waitotara County Council 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, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, 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 hereto is hereby taken for the purposes of a road; and I do also declare that this Proclamation shall take effect on and after the eleventh day of July, one thousand nine hundred and fourteen.

SCHEDULE.

Approximate Areas of the Pieces of Land taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 2 14	Kai-iwi 5E No. 2	XI	Nukumaru	P.W.D. 35631	Pink.
0 2 3	" 6K ..	"	"	Ditto ..	Blue.
0 0 4	" 6K ..	"	"	" ..	"

All in the Wellington 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 Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Land taken for the Purposes of a Road in Block XV,
Nukumarū Survey District, Waitotara County.

LIVERPOOL, Governor

By his Deputy,

[L.S.]

ROBERT STOUT,

A PROCLAMATION.

WHEREAS the land described in the Schedule hereto is required to be taken, under the Public Works Act, 1908, for a certain public work—to wit, for the purposes of a road in Block XV, Nukumarū Survey District:

And whereas the Waitotara County Council 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, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, 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 hereto is hereby taken for the purposes of a road; and I do also declare that this Proclamation shall take effect on and after the eleventh day of July, one thousand nine hundred and fourteen.

SCHEDULE.

Approximate Areas of the Pieces of Land taken.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 1 0 19.8	Kai-iwi 6B ..	XV	Nukumarū	P.W.D. 35632	Pink.
0 0 19.2	" 6F 3..	"	"	Ditto	Green.

All in the Wellington 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 Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,

Minister of Public Works

GOD SAVE THE KING!

Declaring Land taken for a Public Work, and not required for such Public Work, to be Crown Land.

LIVERPOOL, Governor.

By his Deputy,

[L.S.]

ROBERT STOUT.

A PROCLAMATION.

WHEREAS it is provided by section thirty of the Public Works Act, 1908, that if it is found that any land held, taken, purchased, or acquired at any time under this or any other Act or Provincial Ordinance, or otherwise howsoever, for any public work, is not required for such public work, the Governor may, by an Order in Council publicly notified and gazetted, cause the same to be sold under the conditions therein mentioned:

And whereas it is further provided by section five of the Public Works Amendment Act, 1909, that in the case of any land so taken, purchased, or acquired for a Government work and not required for that purpose, the Governor may, on the recommendation of the Minister, and without complying with any other requirements of the aforesaid section thirty, by Proclamation declare such land to be Crown land subject to the Land Act, 1908, and thereupon the land may be administered and disposed of under that Act accordingly:

And whereas the land described in the Schedule hereto was taken for the purposes of a railway: And whereas such land is not now required for the purposes for which it was taken, and it is desirable to declare the same to be Crown land: And whereas a plan has been prepared, and the Minister has recommended the Governor to declare such land to be Crown land:

Now, therefore, in pursuance and exercise of the powers and authorities conferred upon me by the above-in-part-recited Acts, and of all other powers in anywise enabling me in this behalf, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby declare the land described in the Schedule hereto to be Crown land subject to the Land Act, 1908, and that such land may be administered and disposed of under that Act accordingly.

SCHEDULE.

Approximate Area of the Piece of Land declared to be Crown Land.	Being Portion of	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 0 1 0	Wellsford Railway-station Reserve (1759), blue)	XVI	Otamatea	P.W.D. 35117	Pink

In the Auckland Land District; as the same is more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Minister of Public Works at Wellington, in the Wellington Provincial District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Member of the Royal Victorian Order, Governor and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this tenth day of June, in the year of our Lord one thousand nine hundred and fourteen.

W. FRASER,
Minister of Public Works

GOD SAVE THE KING!

Validating Proceedings in connection with a Loan of £600 proposed to be raised by the Council of the County of Waitomo.

LIVERPOOL, Governor.

By his Deputy,

ROBERT STOUT.

ORDER IN COUNCIL.

At the Government House at Wellington, this eighth day of June, 1914.

Present:

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Waitomo County Council lately proposed to raise a loan of six hundred pounds for widening, culverting, and metalling the Mangakowhai Road, under the Local Bodies' Loans Act, 1908, and its amendments: And whereas the special roll was not deposited for public inspection in accordance with the provisions of the above-mentioned Acts and the regulations thereunder, inasmuch as in the public notification of the deposit the time within which objections to the special roll would be received was erroneously stated to be within seven days from the first day of the deposit of the special roll, instead of within seven days from the last day of deposit of the special roll: And whereas the said public notification was not given on the first day of the deposit of the roll as required by number two of the regulations aforesaid, but was given on the day following such deposit: And whereas it appears that the ratepayers have not been misled by such irregularities or defects, and it is expedient to validate the said proceedings:

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by section one hundred and eleven of the Local Bodies' Loans Act, 1913, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby declare that the said proceedings shall be valid to all intents and purposes as though the said roll had been legally deposited and public notification thereof, and of all matters in connection therewith, given in the proper manner, and that the proceedings in connection with the said loan shall not be called into question by reason only of the irregularities aforesaid.

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

Validating Proceedings in connection with a Loan of £1,250 proposed to be raised by the Waitomo County Council.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

ORDER IN COUNCIL.

At the Government House at Wellington, this eighth day of June, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Waitomo County Council lately proposed to raise a loan of one thousand two hundred and fifty pounds for re-forming, metalling, and culverting portion of the Ouruwhero Road in the Waipa Special-rating Area, under the Local Bodies' Loans Act, 1908, and its amendments :

And whereas the special roll was not deposited for public inspection in accordance with the provisions of the above-mentioned Acts and the regulations thereunder, inasmuch as in the public notification of the deposit the time within which objections to the special roll would be received was erroneously stated to be within seven days from the first day of the deposit of the special roll, instead of within seven days from the last day of the deposit of the special roll : And whereas the public notification was not given on the first day of the deposit as required by number two of the aforesaid regulations, but was given on the day following such deposit : And whereas it appears that the ratepayers have not been misled by such irregularities or defects, and it is expedient to validate the said proceedings :

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by section one hundred and eleven of the Local Bodies' Loans Act, 1913, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby declare that the said proceedings shall be valid to all intents and purposes as though the said roll had been legally deposited and public notification thereof, and of all matters in connection therewith, given in the proper manner, and that the proceedings in connection with the said loan shall not be called into question by reason only of the irregularities aforesaid.

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

Validating Proceedings in connection with a Loan of £1,500 proposed to be raised by the Council of the County of Waitomo.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

ORDER IN COUNCIL.

At the Government House at Wellington, this eighth day of June, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Waitomo County Council lately proposed to raise a loan of one thousand five hundred pounds for re-forming, culverting, and metalling the Waitete Road within the Waitete Special-rating Area, under the Local Bodies' Loans Act, 1908, and its amendments : And whereas the special roll was not deposited for public inspection in accordance with the provisions of the above-mentioned Acts and the regulations thereunder, inasmuch as in the public notification of the deposit the time within which objections to the special roll would be received was

erroneously stated to be within seven days from the first day of the deposit of the special roll instead of within seven days from the last day of the deposit of the special roll : And whereas the said public notification was not given on the first day of the deposit of the roll as required by number two of the aforesaid regulations, but was given on the day following such deposit : And whereas it appears that the ratepayers have not been misled by such irregularities or defects, and it is expedient to validate the said proceedings :

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by section one hundred and eleven of the Local Bodies' Loans Act, 1913, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby declare that the said proceedings shall be valid to all intents and purposes as though the said roll had been legally deposited and public notification thereof, and of all matters in connection therewith, given in the proper manner, and that the proceedings in connection with the said loan shall not be called into question by reason only of the irregularities aforesaid.

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

Validating Proceedings in connection with a Loan of £583 6s. 8d. proposed to be raised by the Council of the County of Waitomo.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

ORDER IN COUNCIL.

At the Government House at Wellington, this eighth day of June, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Waitomo County Council lately proposed to raise a loan of five hundred and eighty-three pounds six shillings and eightpence for re-forming, culverting, and metalling the Otewa Road, under the Local Bodies' Loans Act, 1908, and its amendments : And whereas the special roll was not deposited for public inspection in accordance with the provisions of the above-mentioned Acts and the regulations thereunder, inasmuch as in the public notification of the deposit the time within which objections to the special roll would be received was erroneously stated to be within seven days from the first day of the deposit of the special roll, instead of within seven days from the last day of the deposit of the special roll : And whereas the public notification was not given on the first day of the deposit as required by number two of the aforesaid regulations, but was given on the day following such deposit : And whereas it appears that the ratepayers have not been misled by such irregularities or defects, and it is expedient to validate the said proceedings :

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by section one hundred and eleven of the Local Bodies' Loans Act, 1913, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby declare that the said proceedings shall be valid to all intents and purposes as though the said roll had been legally deposited and public notification thereof, and of all matters in connection therewith, given in the proper manner, and that the proceedings in connection with the said loan shall not be called into question by reason only of the irregularities aforesaid.

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

Validating Proceedings in connection with a Loan of £2,000 proposed to be raised by the Council of the County of Awakino.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

ORDER IN COUNCIL.

At the Government House at Wellington, this eighth day of June, 1914.

Present :

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS the Awakino County Council lately proposed to raise a loan of two thousand pounds for the purpose of constructing portions of the Kiritehere and Maungakokopu Roads, under the Local Bodies' Loans Act, 1908, and its amendments : And whereas the special roll

was not deposited for inspection in the manner required by the above-mentioned Acts and the regulations thereunder, but was deposited after the signatures to the ratepayers' consent had been sought and obtained: And whereas in the public notification of the deposit of the roll the time within which objections to the special roll could be received was erroneously stated as within seven days from the first day of the deposit of the special roll instead of as within seven days from the last day of the deposit of the special roll, as required by the above-mentioned Acts and the regulations thereunder: And whereas it appears that the ratepayers have not been misled by such irregularities or defects, and it is expedient to validate the said proceedings:

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by section one hundred and eleven of the Local Bodies' Loans Act, 1913, and acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby declare that the said proceedings shall be valid to all intents and purposes as though the said roll had been legally deposited in the proper order, and public notification thereof and of all matters in connection therewith given in the proper manner, and that the proceedings in connection with the said roll shall not be called into question by reason only of the irregularities aforesaid.

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

Extension of Time for Preparation of Defaulters List, Grey County.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this sixteenth day of June, 1914.

Present:

THE RIGHT HONOURABLE W. F. MASSEY, P.C., PRESIDING
IN COUNCIL.

WHEREAS it has been made to appear that the preparation of the defaulters list for the County of Grey, and the taking of certain steps consequent on such preparation, cannot be made and taken within the time mentioned in the Counties Act, 1908, and it is expedient to extend the said time:

Now, therefore, His Excellency the Governor of the Dominion of New Zealand, in pursuance and exercise of the powers conferred upon him by the said Counties Act, 1908, and acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby order and declare that the time for preparation of the defaulters list for the County of Grey is hereby extended to the twenty-second day of June, one thousand nine hundred and fourteen.

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

Postmasters appointed to take and receive Statutory Declarations.

PURSUANT to the authority conferred upon me by the two-hundred-and-eighty-eighth section of the Justices of the Peace Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby notify and declare that the persons set out in the Schedule hereto, being persons holding the office of Postmaster under the Post and Telegraph Act, 1903, at the places set opposite their names in the said Schedule, are authorized to take and receive statutory declarations under the two hundred-and-eighty-eighth section of the Justices of the Peace Act, 1908.

SCHEDULE.

ALEXANDER HERON	..	..	..	Bull's.
JOHN ALEXANDER HEED	..	..	..	Ohakune.
ROBERT ARCHIBALD BAYLIFFE	..	..	..	Marton.

As witness my hand this thirteenth day of June, one thousand nine hundred and fourteen.

LIVERPOOL, Governor.
By his Deputy,
ROBERT STOUT.

Opening Land in Otago Land District for Selection on Renewable Lease.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby declare that the land described in the Schedule hereto shall be open for selection on renewable lease on Tuesday, the eleventh day of August, one thousand nine hundred and fourteen, at the rental mentioned in the said Schedule; and I do also declare that the said land shall be leased under and subject to section one hundred and thirty-five of the said Act, as it contains, or is supposed to contain, metal, mineral, or valuable stone.

SCHEDULE.

OTAGO LAND DISTRICT.—WAIHEMO COUNTY.—DUNBACK SURVEY DISTRICT.—OTAGO MINING DISTRICT.

First-class Land.

Section.	Block.	Area.	Capital Value.			Half-yearly Rental.		
			£	s.	d.	£	s.	d.
10, 12, & 13	I	588 0 13	1,470	0	0	29	8	0

Weighted with £35 3s., valuation for fencing.
Open, ridgy land, carrying very fair native vegetation; altitude, 800 ft. to 1,200 ft. General aspect good. Soil is of very fair quality, and portions can be cultivated; watered. Access by formed road about six miles from the Town of Palmerston.

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

W. F. MASSEY,
Minister of Lands.

Opening Lands in Otago Land District for Sale or Selection.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, having received the report of the Under-Secretary in this behalf, as provided by section one hundred and fifty-four of the said Act, do hereby declare that the lands described in the Schedule hereto shall be open for sale or selection on Tuesday, the eleventh day of August, one thousand nine hundred and fourteen; and also that the lands mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase, or on renewable lease; and I do hereby also fix the prices at which the said lands shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be sold, occupied, or leased under and subject to the provisions of the Land Act, 1908.

SCHEDULE.

OTAGO LAND DISTRICT.

Section.	Block.	Area.	Cash Purchase: Total Price.	Occupation with Right of Purchase: Half-yearly Rent.	Renewable Lease: Half-yearly Rent.
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FIRST-CLASS LAND.

Southland County.—Waipahi Survey District.

Section.	Block.	Area.	Cash Purchase: Total Price.			Occupation with Right of Purchase: Half-yearly Rent.			Renewable Lease: Half-yearly Rent.		
			£	s.	d.	£	s.	d.	£	s.	d.
8	XII	106 0 17	220	0	0	5	10	0	4	8	0

Flat land, covered with a coarse tussock. Soil somewhat sour. Part of the area consists of a peat bog. Situated about fourteen miles from Clinton, twelve miles from Pukerau, and four miles from Otarua Post and Telephone Office.

SECOND-CLASS LAND.

Clutha County.—Woodland Survey District.

6	XI	210 0 0	190	0	0	4	15	0	3	16	0
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Weighted with £25, valuation for improvements consisting of 10 acres felled and grassed.

The general aspect is south-westerly, but the soil is of fair quality; with the exception of the area felled, the section is under heavy bush. Situated on a formed road about four miles from Ratanui School, post and telephone office, and dairy factory.

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

H. D. BELL,
For Minister of Lands.

Opening Lands in Southland Land District for Sale or Selection.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, having received the report of the Under-Secretary in this behalf, as provided by section one hundred and fifty-four of the said Act, do hereby declare that the lands described in the Schedule hereto shall be open for sale or selection on Wednesday, the twenty-sixth day of August, one thousand nine hundred and fourteen; and also that the lands mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase, or on renewable lease; and I do hereby also fix the prices at which the said lands shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be sold, occupied, or leased under and subject to the provisions of the Land Act, 1908.

SCHEDULE.

SOUTHLAND LAND DISTRICT.

Section.	Block.	Area.	Cash Purchase: Total Price.	Occupation with Right of Purchase: Half-yearly Rent.	Renewable Lease: Half-yearly Rent.
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SECOND-CLASS LAND.

Southland County.—Otago Survey District.

	A.	R.	P.	£	s.	d.	£	s.	d.	£	s.	d.	
44	VI	270	2	0	210	0	0	5	5	0	4	4	0
45	"	247	3	0	220	0	0	5	10	0	4	8	0
28	"	131	0	0	100	0	0	2	10	0	2	0	0

All the land is bush-clad, with the exception of Section 28, which is partly open. The bush is principally kamahi and a few rimu, of no commercial value. The soil varies from light to inferior, and is peaty in places; well watered. Altitude from 300 ft. to 700 ft. above sea-level. Situated from three miles and a half to four miles from Tokonui Railway-station.

Southland County.—Oteramika Hundred.

73, 74, & 75	V	298	3	14	150	0	0	3	15	0	3	0	0
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Open land, low-lying and peaty. Situated about six miles from Kapuka Railway-station and school.

THIRD-CLASS LAND.

Southland County.—Campbelltown Hundred.

39	XI	119	2	39	30	0	0	0	15	0	0	12	0
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Land flat, and partly covered with manuka scrub. Soil peaty and wet. Distance from Woodend Railway-station, seven miles and a half.

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

W. F. MASSEY,
Minister of Lands.

Opening Lands in Auckland Land District for Sale or Selection.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, having received the report of

the Under-Secretary in this behalf, as provided by section one hundred and fifty-four of the said Act, do hereby declare that the lands described in the Schedule hereto shall be open for sale or selection on Monday, the twenty-fourth day of August, one thousand nine hundred and fourteen; and also that the lands mentioned in the said Schedule may, at the option of the applicant, be purchased for cash, or be selected for occupation with right of purchase, or on renewable lease; and I do hereby also fix the prices at which the said lands shall be sold, occupied, or leased, as mentioned in the said Schedule hereto, and do declare that the said lands shall be sold, occupied, or leased under and subject to the provisions of the Land Act, 1908.

SCHEDULE.

AUCKLAND LAND DISTRICT.—WAITEMATA COUNTY.—
WAIPAREIRA PARISH.

First-class Land.

Section.	Area.	Cash Purchase: Total Price.	Occupation with Right of Purchase: Half-yearly Rent.	Renewable Lease: Half-yearly Rent.
	A. R. P.	£ s. d.	£ s. d.	£ s. d.
197	4 3 39	55 0 0	1 7 6	1 2 0
198	5 3 10	65 0 0	1 12 6	1 6 0
199	6 0 15	70 0 0	1 15 0	1 8 0
200	10 0 10	125 0 0	3 2 6	2 10 0
201	7 2 0	90 0 0	2 5 0	1 16 0
202	7 0 0	85 0 0	2 2 6	1 14 0
203	7 3 12	95 0 0	2 7 6	1 18 0
204	9 1 23	115 0 0	2 17 6	2 6 0
205	8 2 19	90 0 0	2 5 0	1 16 0
206	12 0 0	120 0 0	3 0 0	2 8 0
207	15 0 10	125 0 0	3 2 6	2 10 0
208	16 1 8	135 0 0	3 7 6	2 14 0
209	17 1 36	135 0 0	3 7 6	2 14 0
210	20 1 0	140 0 0	3 10 0	2 16 0
211	19 3 3	165 0 0	4 2 6	3 6 0
212	16 3 34	170 0 0	4 5 0	3 8 0
213	15 2 6	170 0 0	4 5 0	3 8 0
214	10 2 10	115 0 0	2 17 6	2 6 0
215	11 2 18	130 0 0	3 5 0	2 12 0
216	10 0 26	120 0 0	3 0 0	2 8 0
217	7 0 18	85 0 0	2 2 6	1 14 0
218	7 1 0	90 0 0	2 5 0	1 16 0
219	8 3 33	90 0 0	2 5 0	1 16 0
220	8 1 17	80 0 0	2 0 0	1 12 0
221	7 2 22	90 0 0	2 5 0	1 16 0
222	8 0 18	85 0 0	2 2 6	1 14 0
223	9 2 5	90 0 0	2 5 0	1 16 0
224	10 3 22	80 0 0	2 0 0	1 12 0
225	12 3 38	140 0 0	3 10 0	2 16 0
226	11 0 0	115 0 0	2 17 6	2 6 0
227	11 0 10	100 0 0	2 10 0	2 0 0
228	12 1 18	100 0 0	2 10 0	2 0 0
229	15 2 12	110 0 0	2 15 0	2 4 0
230	11 2 6	125 0 0	3 2 6	2 10 0
231	15 0 30	165 0 0	4 2 6	3 6 0
232	18 2 20	200 0 0	5 0 0	4 0 0
233	18 0 3	200 0 0	5 0 0	4 0 0

Altitude, 150 ft. to 400 ft. above sea-level. Undulating land, covered with fern and manuka scrub; more or less ploughable. Clay soil on clay subsoil, being part of a worked-out gumfield; watered by swampy gullies, and water can also be obtained by sinking. Distant one mile and a quarter to three miles and a quarter from Swanson Railway-station. Swanson is seventeen miles from Auckland and within the suburban-train area, and is served by workmen's and other trains.

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

W. F. MASSEY,
Minister of Lands.

Opening National Endowment Lands in Auckland Land District for Selection.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor

of the Dominion of New Zealand, do hereby declare that the national endowment lands described in the Schedule hereto shall be open for selection on renewable lease on Monday, the twenty-fourth day of August, one thousand nine hundred and fourteen, at the rentals mentioned in the said Schedule; and I do also declare that the said lands shall be leased under and subject to the provisions of the said Act.

SCHEDULE.

AUCKLAND LAND DISTRICT.—WAITEMATA COUNTY.—

WAIPIREIRA PARISH.

First-class Land.

Section.	Area.			Capital Value.		Half-yearly Rental.	
	A.	R.	P.	£	s. d.	£	s. d.
235	12	1	20	125	0 0	2	10 0
236	10	3	0	110	0 0	2	4 0
237	10	0	0	100	0 0	2	0 0
238	12	1	20	135	0 0	2	14 0
239	11	1	20	125	0 0	2	10 0
240	10	0	0	110	0 0	2	4 0
241	9	3	30	110	0 0	2	4 0
242	13	0	20	145	0 0	2	18 0
243	13	1	20	120	0 0	2	8 0
245	13	0	20	145	0 0	2	18 0
246	13	2	20	150	0 0	3	0 0
247	11	2	20	115	0 0	2	6 0
248	12	2	10	150	0 0	3	0 0
249	12	0	0	145	0 0	2	18 0
250	11	0	35	100	0 0	2	0 0
251	15	2	0	140	0 0	2	16 0
252	12	1	35	140	0 0	2	16 0
253	11	1	10	135	0 0	2	14 0
255	10	3	10	140	0 0	2	16 0
256	11	3	10	155	0 0	3	2 0
257	12	2	30	140	0 0	2	16 0
258	12	0	20	135	0 0	2	14 0
259	12	1	10	125	0 0	2	10 0
260	11	1	20	100	0 0	2	0 0
261	12	2	20	115	0 0	2	6 0
262	10	3	10	120	0 0	2	8 0
263	12	0	5	110	0 0	2	4 0
264	11	3	5	120	0 0	2	8 0
265	13	0	5	120	0 0	2	8 0
266	11	2	10	115	0 0	2	6 0
267	11	0	10	110	0 0	2	4 0
268	12	2	0	140	0 0	2	16 0
269	13	1	27	160	0 0	3	4 0
270	12	3	0	130	0 0	2	12 0
271	11	0	5	110	0 0	2	4 0
272	10	3	5	130	0 0	2	12 0
273	11	1	10	125	0 0	2	10 0
274	10	1	20	115	0 0	2	6 0
275	13	2	20	165	0 0	3	6 0
276	13	1	25	160	0 0	3	4 0
277	9	1	26	120	0 0	2	8 0
278	11	1	0	145	0 0	2	18 0
279	12	2	20	150	0 0	3	0 0
280	11	2	10	130	0 0	2	12 0
281	10	3	30	120	0 0	2	8 0
282	11	1	10	135	0 0	2	14 0
283	11	2	25	115	0 0	2	6 0
284	11	1	30	115	0 0	2	6 0
285	11	1	20	115	0 0	2	6 0

Altitude, 150 ft. to 400 ft. above sea-level. Clay hills, covered with fern and manuka; more or less ploughable; forms part of a well-worked-out gumfield; generally watered by swampy gullies; water can also be obtained by sinking. Access is from Swanson Railway-station two miles and a quarter distant, of which three-quarters of a mile is by metalled cart-road, balance unmetalled; or from Henderson Railway-station two miles and three-quarters, of which two miles and a half is good metalled dray-road. Henderson and Swanson are within the suburban-train area, and are both well served by workmen's and other trains.

As witness the hand of His Excellency the Governor, this eleventh day of June, one thousand nine hundred and fourteen

W. F. MASSEY,
Minister of Lands.

Opening National Endowment Land in Otago Land District for Selection.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred upon me by the Land Act, 1908, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby declare that the national endowment land described in the Schedule hereto shall be open for selection on renewable lease on Tuesday, the eleventh day of August, one thousand nine hundred and fourteen, at the rental mentioned in the said Schedule; and I do also declare that the said land shall be leased under and subject to the provisions of the said Act.

SCHEDULE.

OTAGO LAND DISTRICT.—TUAPEKA COUNTY.—TOWN OF BASTINGS.

First-class Land.

Section.	Block.	Area.			Capital Value.		Half-yearly Rental.	
		A.	R.	P.	£	s. d.	£	s. d.

11 to 20 | V | 2 1 39 | 3 0 0 | 0 1 2

Steep land of fair quality, with a south-westerly aspect. Situated about seventeen miles from the Town of Lawrence and about five miles from the proposed railway terminus at Beaumont. The main road from Lawrence to Roxburgh fronts the section.

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

W. F. MASSEY,
Minister of Lands.

Warrant vesting the Control of Portions of Boundary Road between the Opotiki and Whakatane Counties, and apportioning the Cost of Maintenance of the same.

LIVERPOOL, Governor.

By his Deputy,
ROBERT STOUT.

WHEREAS by section twelve of the Public Works Amendment Act, 1909 (hereinafter termed "the said Act"), it is provided that where a road or street lies along the boundary of two or more districts, whether that road or street is wholly within one or is partly within one and is partly within another of those districts, or is within none of those districts, the Governor may from time to time, by Warrant under his hand and gazetted, direct which of the local authorities of those districts shall have control of the road or street or any part thereof; and may also in like manner determine from time to time whether any of those local authorities shall contribute to the cost of the construction or maintenance of that road or street, and, if so, in what proportions:

And whereas the portions of road known as Boundary Road described in the Schedule hereto form part of the boundary between the Opotiki and Whakatane Counties:

And whereas a dispute has arisen as to which of the local authorities of the said counties should have control of the said road, and what proportion of the cost of maintaining the said road should be borne by those local authorities respectively:

And whereas by an agreement dated the ninth day of March, one thousand nine hundred and fourteen, it was, among other things, agreed by or on behalf of the Opotiki and Whakatane County Councils that the control of the said road should be divided between the said local authorities as hereinafter set out, and that each of those local authorities should construct and maintain the portion vested in them:

And whereas the Commissioner appointed under the said section twelve has recommended that effect be given to the said agreement by vesting the part of the road firstly described in the Schedule hereto in the Opotiki County Council, and the part secondly described therein in the Whakatane County Council:

And whereas it is expedient that effect should be given to the said recommendation, and that provision should be made for the purposes and in the manner hereinafter set forth:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, in pursuance and 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, from and after the date of this Warrant, the portion of Boundary Road firstly described in the Schedule hereto shall be under the control of the Opotiki County Council, and that the portion of Boundary Road secondly described in the Schedule hereto shall be under the control of the Whakatane County Council; and, in further pursuance and exercise of the aforesaid powers and authorities, I do hereby fix and determine that the cost of the construction and maintenance of the portion of the said road firstly described in the Schedule hereto shall be borne by the Opotiki County Council, and that the cost of the construction and maintenance of the portion of the said road secondly described in the Schedule hereto shall be borne by the Whakatane County Council.

SCHEDULE.
BOUNDARY ROAD.

FIRSTLY, all that portion of Boundary Road, situated between the Counties of Opotiki and Whakatane, in the Auckland Land District, commencing at a point about 23 chains north-east of the crossing of Boundary Road over the Wainui Stream where a road to the south-east branches off the said Boundary Road in S.G.R. No. 5, and running in a south-easterly direction generally through or adjoining part of the said S.G.R. No. 5, Sections 141, 140, 142, 166, 167, 168, 7, 224A, 179, 182A, and 182, Waimana Parish, and terminating at the north bank of the Waingarara Stream.

Secondly, all that portion of Boundary Road, situated between the said counties in the said land district, commencing at the same point as the portion of Boundary Road hereinbefore described, and running in a north-westerly direction generally through or adjoining S.G.R. No. 5, portion of the Ohiwa Harbour, S.G.R. 6, S.G.R. 3, and portion of S.G.R. 2, to its junction with the Whakatane to Opotiki Road, all in the Waimana Parish.

As the said portions of road are more particularly delineated on the plan marked P.W.D. 35207, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Provincial District, and thereon marked D.F. and F.C. respectively.

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

W. FRASER,
Minister of Public Works.

Regulations for the Military Forces of the Dominion of New Zealand amended.

LIVERPOOL, Governor.
By his Deputy,
ROBERT STOUT.

IN pursuance and exercise of the powers and authorities conferred on me by the Defence Act, 1909, and its amendments, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor of the Dominion of New Zealand, do hereby amend, in the manner and to the extent set forth in the Schedule hereto, the regulations for the Military Forces of New Zealand, made on the twenty-second day of December, one thousand nine hundred and thirteen, and published in the *New Zealand Gazette* of the twenty-third day of January, one thousand nine hundred and fourteen; and I do hereby declare that the amendments hereby made shall take effect as from the date of the publication thereof in the *Gazette*.

SCHEDULE.

1. PARAGRAPH 84 is hereby amended by omitting the word "three," and substituting the word "two"; and by revoking subparagraph (3) thereof.

2. Paragraph 175 is hereby amended by adding, after the words "disallow the claim," the following words: "A similar procedure will be adopted in the case of a member of the Territorial Force who wishes to claim exemption on account of medical unfitness."

3. Paragraph 259 is hereby amended by omitting the words "are required," and substituting the words "are not required"; and by adding, after the word "camp" at the end of the paragraph, the following sentence: "O.C. Districts will, however, afford such officers as may wish to carry out this training every opportunity of doing so by attaching them to Territorial units."

4. Paragraph 332 is hereby amended by adding, after the word "holds," the following: "No officer is eligible to sit for promotion until he has completed a year in his existing substantive rank, and has performed his obligatory training for the year."

5. Paragraph 515 is hereby amended by altering the bracket including "Corporal," "Bombardier," and "Second Corporal" so as to exclude "Corporal."

6. Paragraph 595 (Schedule) is hereby amended by omitting from the last column the words "Quarterly (1st January, April, July, and October)," and substituting the words "Half-yearly (1st January and 1st July)."

7. Paragraphs 603, 613, 629, 640, and 644 are hereby amended by omitting the word "active" wherever it occurs in those paragraphs, and substituting therefor the word "ordinary."

8. Paragraph 621 is hereby amended by omitting the word "junior"; and by inserting, after the word "members," the words "of the General Training Section attached."

9. Paragraph 627 is hereby amended by omitting the words "per junior member"; and by inserting, after the words "Rifle Clubs," the words "in respect of each member of the General Training Section attached."

10. Paragraphs 615, 623, 628, 632, 638, 648, and 651 are hereby amended by omitting the word "Senior" wherever it occurs, and substituting therefor the word "ordinary."

11. Paragraphs 633 and 634 are hereby amended by omitting in each case the word "senior."

12. Paragraph 642 is hereby amended by omitting the words "Every senior and junior member of a Rifle Club," and substituting the words "Every ordinary member of a Rifle Club, and every member of the General Training Section attached."

13. Paragraph 652 is hereby amended by omitting the words "Senior and junior members of Rifle Clubs," and substituting the words "ordinary members of Rifle Clubs and members of the General Training Section attached."

14. Paragraph 653 is hereby amended by inserting, after the words "members of Rifle Clubs," the words "and members of the General Training Section attached."

15. Paragraph 656 (Model rules) is hereby amended by omitting from subparagraph (2) the words "a senior," and substituting the words "an ordinary"; and by omitting from subparagraph (21) the word "senior," and substituting the word "ordinary."

16. Paragraph 673 is hereby revoked, and the following substituted in lieu thereof:—

"673. A limited number of Senior Cadet N.C.O.s, on attaining the age for transfer to the Territorial Force, may be allowed to continue serving in their companies in the Senior Cadets, subject to the following conditions:—

"(1.) In order that promotion in the Senior Cadets may not be blocked, the number of N.C.O.s so retained in any company shall not exceed a total of three, to consist of a Colour-Sergeant and two Sergeants, who will be specially selected and recommended by the Officer Commanding the Cadet Company concerned. Their retention will also be subject to the approval of the Officer Commanding the District, and to the consent of the N.C.O.s concerned.

"(2.) They may continue to serve with their company up to the age of twenty-five years, provided their duties are satisfactorily performed, and so long as they are not transferred from the Headquarters of their company; and such service will count as equivalent to service in the Territorial Force.

"(3.) Upon transfer, or upon the recommendation of the Officer Commanding the company, they may be posted to the Territorial Force.

"(4.) They will wear the uniform of the Territorial Force. In addition to their Cadet service, these N.C.O.s will attend the annual camp of the Territorial unit to which their companies are affiliated. They will at these times, and when attending camps or courses of instruction, be entitled to the same pay, &c., as Territorial N.C.O.s of the corresponding rank."

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

J. ALLEN,
Minister of Defence.

Appointment of Vice-Consul of the Netherlands at Christchurch recognized provisionally.

HIS Excellency the Governor directs it to be notified that, in accordance with instructions from His Majesty's Secretary of State for the Colonies, he has recognized provisionally, pending the receipt of the King's Exequatur, the appointment of

G. VAN DER VELDEN, Esq.,
as Vice-Consul of the Netherlands at Christchurch.

H. D. BELL,
Minister of Internal Affairs.

Trustee for the Hawke's Bay Rabbit District appointed.—
Notice No. 1746.

Department of Agriculture, Industries, and Commerce,
Wellington, 16th June, 1914.

HIS Excellency the Governor has been pleased to appoint

ARTHUR COCHRANE BENNETT

to be a Trustee for the Hawke's Bay Rabbit District, *vice*
Mr. J. E. Jamieson, resigned.

W. F. MASSEY,
Minister of Agriculture and of Industries
and Commerce.

Member of the Board of Agriculture appointed.—Notice
No. 1747.

Department of Agriculture, Industries, and Commerce
Wellington, 16th June, 1914.

IT is hereby notified for public information that His
Excellency the Governor has been pleased to appoint,
in terms of the Board of Agriculture Act, 1913,

Mr. W. F. M. BUCKLEY

to be a member of the Board of Agriculture established by
the above-mentioned Act.

W. F. MASSEY,
Minister of Agriculture and of Industries
and Commerce.

Registrars of Births, Deaths, and Marriages appointed.

Office of Public Service Commissioner, Wellington, 10th June, 1914.

THE Public Service Commissioner has made the following appointments in the Public Service.

A. J. H. BENGE,
Secretary.

Name.	District.	Position.	Date.
Kidson, Charles	Otorohanga	Registrar of Births, Deaths, and Marriages	1 July, 1914.
Stewart, William Fairbairn Young	Te Awamutu	" " " "	1 " "

Registrars of Births, Deaths, and Marriages appointed.

Office of Public Service Commissioner, Wellington, 16th June, 1914.

THE Public Service Commissioner has made the following appointments in the Public Service.

A. J. H. BENGE,
Secretary.

Name.	District.	Position.	Date.
Ballantine, Thomas Arthur	Upper Hutt	Registrar of Births, Deaths, and Marriages	19 May, 1914.
Herd, John Alexander	Ohakune	" " " "	20 " "
McIntosh, Douglas McCheyne	Rawene	" " " "	6 June, "
Purcell, Thomas	Wairoa	" " " "	8 " "
Wallace, Albert Nyanza	Hikurangi	" " " "	20 May, "

Registrars of Births and Deaths of Maoris appointed.

Office of Public Service Commissioner, Wellington, 10th June, 1914.

THE Public Service Commissioner has made the following appointments in the Public Service.

A. J. H. BENGE,
Secretary.

Name.	Place.	Position.	Date.
Clarke, Rosa	Mangamaunu	Registrar of Births and Deaths of Maoris	13 May, 1914.
Johnston, Trisitana Emily Nita	Orauta	" " " "	12 " "
West, William Edward	Kirioko	" " " "	21 " "

Registrar of Electors and Returning Officer appointed.

Office of Public Service Commissioner,
Wellington, 16th June, 1914.

THE Public Service Commissioner has made the following appointment in the Public Service:—

ERNEST LIVERMORE

to be Registrar of Electors and Returning Officer for
Auckland West Electoral District, as from the 1st June,
1914, *vice* C. A. Barton, resigned.

A. J. H. BENGE,
Secretary.

Deputy Registrars of Marriages, &c., appointed.

Registrar-General's Office,
Wellington, 17th June, 1914.

IT is hereby notified that the undermentioned persons
have been appointed to be the Deputies of the Registrars
of Marriages and of Births and Deaths for the districts
set respectively opposite their names, viz. :—

Name.	District.
BERNARD MAGEE	Taihape.
JOHN BERNARD ELLIOTT	Malvern.
ROBERT GORDON MAY	Waverley.
EDWARD NATHAN FALCK	Dunstan.

F. W. MANSFIELD,
Registrar-General.

Officers appointed.

Post and Telegraph Department,
General Post Office, Wellington, 17th June, 1914.

HIS Excellency the Governor has been pleased to make the following appointments in the Post and Telegraph Department.

R. HEATON RHODES,
Postmaster-General.

NON-PERMANENT.

Name.	Place.	District.	Date.
POSTMASTERS AND TELEGRAPHISTS.			
<i>Railway Officers.</i>			
Fleming, Hugh Henry	Waipahi	Dunedin	6 Mar., 1914.
Newman, Ernest Arthur	Pukerau	Invercargill	15 Dec., 1913.
TELEGRAPHIST.			
<i>Railway Officer.</i>			
Jacobsen, Johan Lindsey	Henley Railway	Dunedin	17 Feb., 1914.
TELEPHONISTS.			
<i>Railway Officer.</i>			
Wickham, Robert	Eureka Railway	Auckland	20 Feb., 1914.
POSTMASTERS.			
Ashby, Gladys	Orere Point	Auckland	24 Jan., 1914.
Breitstadt, Emma Lydia Blanche	Te Kinga	Greymouth	15 Feb., "
Corlett, Stephen Lawson	Mangawhata	Wellington	23 " "
Flavell, Emma	Mackaytown	Thames	1 Mar., "
Gillespie, Christina	Purekireki	Dunedin	2 " "
Harper, Arthur Seppings *	Taemaro	Auckland	14 Aug., 1913.
Long, Grace Hannah	Kohitere	Wellington	2 Mar., 1914.
Nicholls, Susan Emma	Parkhurst	Auckland	6 Feb., "
Patience, Frederick	Matangirau	"	19 " "
St. Clair, Harry Graeme	Ngaroma	"	14 " "
Salter, Horace Edward	Naike	"	23 " "
Scotcher, George	Patetonga	Thames	14 " "
Smith, Sarah Shaw	Oneroa	Auckland	16 " "
Tawhiri, Riwai Hiwinui	Horoea	Gisborne	14 " "
POSTMASTERS AND TELEPHONISTS.			
Ballantine, Margaret	Kaiwera	Invercargill	20 Feb., 1914.
Carroll, Johanna	Kuaotunu	Auckland	1 " "
Cattanach, Jessie	Paerau	Dunedin	1 Oct., 1913.
Chote, Harry	Mangatuna	Napier	27 Feb., 1914.
de Cleene, Norma	Tiakitahuna	Wellington	1 Jan., "
de Fillippi, Annie Cecilia	Lyell	Westport	19 " "
Dornan, Agnes	Te Kuha	"	11 Feb., "
Gibbons, Maude Booth	Puniho	New Plymouth	17 Jan., "
Gregg, Robert	Makomako	Wellington	3 Mar., "
Guthrie, William	Mauke	Auckland	5 " "
Hawley, Harry Ernest	Okere Falls	"	16 Dec., 1913.
Hustler, Arthur John	Matawai	Gisborne	3 Mar., 1914.
Kawharu, Mokau	Croixelles	Nelson	1 Jan., "
Lock, Albert Dudley	Tiakitahuna	Wellington	1 Feb., "
McAllister, Margaret	Motunau	Christchurch	2 " "
McNatty, William	Waimatuku	Invercargill	1 Mar., "
Mallett, Thomas Gardiner	Kotare	New Plymouth	1 " "
Malone, James Melton	Waimiha	Auckland	1 Jan., "
Millar, James	Plimmerton	Wellington	16 Feb., "
Mills, Frederick Arthur	Oroua Downs	"	1 " "
Pickford, William Henry	Wright's Bush	Invercargill	1 Mar., "
Rowe, Kate	Puniho	New Plymouth	1 " "
Sands, John Edward	Matahanea	Thames	1 April, "
Stratford, Daisy May	Golden Downs	Nelson	19 Feb., "
Sullivan, William Charles	Hindon	Dunedin	9 " "
TELEPHONISTS.			
Allan, John	Merton	Dunedin	26 Feb., 1914.
Baigent, Ivanhoe	Karamata	Wellington	28 Jan., "
Barnes, Alfred Charles	Waiwera Hotel	Auckland	1 Oct., 1913.
Beuke, Amelia	Neudorf	Nelson	25 Feb., 1914.
Bromily, Sam	Rona Bay	Wellington	1 Mar., "
Cowern, Caroline Mary Isabella	Pukeinoi	Auckland	9 " "
Fear, Francis John Herbert	Horsham Downs	"	4 " "
Fraser, James Watt	Te Rako	Christchurch	1 June, 1913.
Judd, Eva	Te Maire	Wellington	16 Feb., 1914.
Keighley, Edith Fosse	Parakoko	Auckland	17 " "
MacDonald, Allan William	Glenlee	Blenheim	1 Mar., "
McLaren, Christina	Lower Kaimai	Thames	4 Feb., "
McManus, Agnes	Fairdown	Westport	27 " "
Moeller, Charles Arthur	East Cape	Gisborne	16 Jan., "
Morris, Charles Stephen	Waianakarua	Oamaru	23 Feb., "
Reeves, Edward	Horahora	Auckland	1 " "
Rollitt, William	Matanuku	"	12 " "

* Amending entry in *New Zealand Gazette* No. 77, of the 16th October, 1913.

Offices opened and closed, &c.

Post and Telegraph Department,
General Post Office, Wellington, 17th June, 1914.

THE following particulars of offices opened and closed, &c., are published for general information.

R. HEATON RHODES,
Postmaster-General.

OFFICES.

Office.	District.	Date.
POST-OFFICES OPENED		
Kohitere	Wellington	2 March, 1914.
Matangirau	Auckland	19 February, 1914.
Ngaroma	"	14 " "
POST-OFFICES CLOSED.		
Akatore	Dunedin	24 February, 1914.
Anaros	Napier	31 March, "
Hoteo North	Auckland	31 January, "
Nukumarū	Wanganui	24 December, 1913.
Upper Kokatahi	Hokitika	7 March, 1914.
MONEY-ORDER OFFICES AND POST-OFFICE SAVINGS-BANKS OPENED.		
Makurerua	Wellington	1 April, 1914.
Waimana	Thames	24 " "
POSTAL-NOTE OFFICE OPENED.		
Puketui	Thames	1 April, 1914.
POSTAL-NOTE OFFICES CLOSED.		
Ararua	Auckland	28 April, 1913.
Awhitu	"	1 November, 1913.
TELEPHONE BUREAUX OPENED.		
Batley	Auckland	25 March, 1914.
Hakaru	"	16 " "
Kaiwaka	"	31 " "
Katanga	Westport	3 April, "
Kohimarama	Auckland	30 March, "
Kuaha	"	16 " "
Mangawai	"	25 " "
Mareretu	"	16 " "
Marohemo	"	16 " "
Matariki	Nelson	7 April, "
Ngamotu	Invercargill	16 March, "
Nohoroa	Auckland	30 " "
Otamarakau	Thames	28 " "
Pahi	Auckland	25 " "
Paparoa	"	16 " "
Poito	Blenheim	19 " "
Puketurua	Auckland	16 " "
Waipu Junction	"	16 " "
Waipu North	"	16 " "
Wairere	"	16 " "
Whakapirau	"	16 " "
TELEPHONE BUREAU CLOSED.		
Tangatamomona	Oamaru	30 May, 1913.
TELEPHONE EXCHANGES OPENED.		
Hikurangi	Auckland	20 March, 1914.
Ohaupo	"	28 " "
TELEPHONE-OFFICE CLOSED.		
Tangatamomona	Oamaru	30 May, 1913.
TELEPHONE-OFFICES OPENED.		
Katanga	Westport	3 April, 1914.
Kohimarama	Auckland	30 March, "
Matariki	Nelson	7 April, "
Ngamotu	Invercargill	16 March, "
Nohoroa	Auckland	30 " "
Otamarakau	Thames	28 " "
Poito	Blenheim	19 " "
Puketurua	Auckland	16 " "

DESIGNATIONS CHANGED.

Description.	Office.		District.	Date.
	From	To		
Post, telephone, and bureau	Hayward's Point	Mihiwaka	Dunedin	14 March, 1914.
Telephone and bureau	Mangaawakino	Mangatoī	N. Plymouth	1 April, "
Post, telephone, and bureau	Tokonui Gorge	Tokanui	Invercargill	* 2 February, "

* Amending entry in the *New Zealand Gazette* No. 43, of 30th April, 1914.

Arbor Day.

Department of Internal Affairs,
Wellington, 17th June, 1914.

WEDNESDAY, the 15th day of July next, will be observed as a public holiday in the Government offices throughout the Dominion, for the celebration of Arbor Day.

In order that the movement may be made as successful as possible, the Government hopes that the Mayors of various municipalities and Chairmen of local bodies will place the matter prominently before the people of the Dominion, and do all they can to encourage the planting of public reserves and other available lands, both public and private, with trees suited to the locality.

H. D. BELL,
Minister of Internal Affairs.

By-laws of the Martinborough Town Board confirmed under the Town Boards Act, 1910.

Department of Internal Affairs,
Wellington, 15th June, 1914.

THE following certificate has been executed on the sealed copy of by-laws made by the Martinborough Town Board on the 29th day of April, 1914.

H. D. BELL,
Minister of Internal Affairs.

CERTIFICATE OF CONFIRMATION.

In pursuance of the By-laws Act, 1910, I hereby confirm the above-written by-laws, and declare that the same came into force on the 7th day of May, 1914.

Dated this 15th day of June, 1914.

H. D. BELL,
Minister of Internal Affairs.

Letters of Naturalization issued.

Department of Internal Affairs,
Wellington, 13th June, 1914.

HIS Excellency the Governor has been pleased to issue Letters of Naturalization, under the Aliens Act, 1908, in favour of the undermentioned persons:—

Name.	Occupation.	Residence.
Adams, Charles ..	Labourer ..	Komata, Paeroa.
Anderson, Margaret ..	Domestic duties ..	Wellington.
Gye, Harriet Wong ..	Widow ..	Clyde.
Miller, John ..	Seaman ..	Rimu.

H. D. BELL,
Minister of Internal Affairs.

Notice of Intention to take Land in Block II, Heao Survey District, for Road Purposes.

NOTICE is hereby given that it is proposed, under the provisions of the Public Works Act, 1908, to execute a certain public work—to wit, the construction of a road in Block II, Heao Survey District; and for the purposes of such public work the land described in the Schedule hereto is required to be taken. And notice is hereby further given that the plan of the land so required to be taken is deposited in the post-office at Tokirima, and is there open for inspection; and that all persons affected by the execution of the said public work or by the taking of the said land should, if they have any well-grounded objections to the execution of the said public work or to the taking of such land, set forth the same in writing, and send such writing, within forty days from the first publication of this notice, to the Minister of Public Works at Wellington.

SCHEDULE.

Approximate Area of the Piece of Land required to be taken.	Being	Situated in Block	Situated in Survey District of	Shown on Plan	Coloured on Plan
A. R. P. 2 0 20	Part Sub. 7, Koiro Block (Taranaki R.D.)	II	Heao	P.W.D. 35633	Pink.

In the Taranaki 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 Minister of Public Works at Wellington, in the Wellington Provincial District.

As witness my hand, at Wellington, this 16th day of June, 1914.

W. FRASER,
Minister of Public Works.

Tenders.

Public Works Department,
Wellington, 10th June, 1914.

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

W. FRASER,
Minister of Public Works.

ERECTION OF POST-OFFICE AT OKAIAWA.

	Accepted.	£	s.	d.
Pacey, E. A., Hawera	850	0	0
<i>Declined.</i>				
Gibb and Mills, Eltham	857	0	0
Burrell, A. B., Hawera	919	0	0
Jones Bros., Hawera	930	0	0
Lloyd, H. E., Manaia	966	12	0
Lewis, H. W., Hawera	997	0	0
Lundon, F., Whangamomona	1,041	0	0
Tong, J. W., Hawera	1,050	0	0
Ryan, M. A., Manaia	1,066	0	0
Maha and Takinga, Stratford	1,150	0	0

Officers appointed to take Statutory Declarations under the Post and Telegraph Act, 1908.

Post and Telegraph Department,
General Post Office,
Wellington, 13th June, 1914.

IN pursuance of powers delegated to me under section 8, clause (d), of the Post and Telegraph Act, 1908, I, Robert Heaton Rhodes, the Postmaster-General of the Dominion of New Zealand, acting under the authority conferred by section 9, subsection (2), of the said Act, do hereby appoint the following persons to take statutory declarations of Postmasters and other Post officers:—

- Kemp, G. T., Telegraph Engineer, Nelson.
- Jennings, F. G., Assistant Telegraph Engineer, Blenheim.
- Plank, C. S., Assistant Telegraph Engineer, Christchurch.
- Veitch, R. D., Assistant Telegraph Engineer, Dunedin.
- Cummings, H. L., Assistant Telegraph Engineer, Wellington.
- Gage, E. C., Assistant Telegraph Engineer, Auckland.
- Lye, R. W. G., Assistant Telegraph Engineer, New Plymouth.
- Cowles, E. P., Sub-Telegraph Engineer, Hamilton.
- Parton, D. E., Sub-Telegraph Engineer, Masterton.
- McDermott, J., Sub-Telegraph Engineer, Napier.
- Macey, L. L., Sub-Telegraph Engineer, Auckland.
- Fairbairn, J. C., Sub-Telegraph Engineer, Wellington.
- Smith, J. R., Sub-Telegraph Engineer, Wellington.
- Campbell, A. H., Sub-Telegraph Engineer, Wellington.
- Lawn, E. H., Sub-Telegraph Engineer, Wellington.
- Miles, P. V. R. C., Sub-Telegraph Engineer, Wellington.
- Brent, H. C., Sub-Telegraph Engineer, Christchurch.
- Scott, A., Sub-Telegraph Engineer, Wellington.
- Webster, J., Sub-Telegraph Engineer, Auckland.
- Miller, D., Chief Inspector.
- Pickett, J. J., Chief Postmaster, Gisborne.
- Grocott, H. D., Assistant Postmaster, Dunedin.
- Inder, S., Assistant Inspector of Post-offices, Wellington District.
- Markmann, A. T., Superintendent of Staff.
- Haszard, S. F., Assistant Inspector of Post-offices, Southern District.
- Rule, J. G., Assistant Postmaster, Christchurch.
- White, P. P., Chief Postmaster, Thames.
- Johnson, F. T. R., First Clerk, Accountant's Branch, General Post Office.
- Harwood, P. G., District Accountant, Auckland.
- Treweek, C., Assistant Superintendent, Telegraph Office, Nelson.
- Oxley, A. W., Assistant Superintendent, Telegraph Office, Invercargill.
- Perrin, F., Postmaster, Hastings.
- Cumming, S., Postmaster, Masterton.
- Porter, R. W., District Accountant, Wellington.
- Wylie, J. T., Postmaster, Hamilton.
- Willcox, W. A. S., Postmaster, Tauranga.
- Beswick, J. G., Postmaster, Lyttelton.
- Egginton, F., Postmaster, Whangarei.
- Carmine, L. J., Assistant Superintendent, Telegraph Office, Gisborne.
- Tregonning, W. N., Postmaster, Bluff.

R. HEATON RHODES,
Postmaster-General.

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

Marine Department,
Wellington, 13th June, 1914.

IN pursuance and exercise of the powers vested in me by the Shipping and Seamen Act, 1908, 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 August next, and shall then supersede any rules or regulations heretofore existing and affecting such examinations, qualifications, and fees.

F. M. B. FISHER,
Minister of Marine.

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

PRELIMINARY.

1. UNDER the provisions of the Shipping and Seamen Act, 1908, every intercolonial steamship 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.

* By a "home-trade ship" is meant one which is employed in trading or going between any ports or places in New Zealand, or plying on any navigable waters in New Zealand, or going to sea from any port or place in New Zealand and returning to New Zealand without going more than fifty miles from the coast thereof.

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 purpose 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.

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

3. The certificates of sea-going steam 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; of certificates of service there are two grades—viz., first and second class. The certificates of restricted-limit steam engineers are of two grades—viz., river engineers and marine-engine drivers. The certificates of engineers of ships propelled by mechanical power other than steam are of two grades for sea-going vessels—viz., first and second class—and one grade for restricted limits.

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 three working-days in January, March, May, July, September, and November.

At Hamilton, during the first three working-days in January, May, and September.

At Napier, during the first three working-days in February, June, and October.

At Wanganui, during the first three working-days in February, June, and October.

At Palmerston North, during the first three working-days in February, June, and October.

At Wellington, during the first three working-days in February, April, June, August, October, and December.

At Nelson, during the first three working-days in February, June, and October.

At Greymouth, during the first three working-days in February, June, and October.

At Christchurch, during the first three working-days in January, March, May, July, September, and November.

At Timaru, during the first three working-days in March, July, and November.

At Dunedin, during the first three working-days in February, April, June, August, October, and December.

At Invercargill, during the first three working-days in April, August, and December.

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

5. 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, 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.

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.

7. The candidate's service, as shown on his discharges, should be reckoned by the calendar month—*i.e.*, the time included between any given day in any month and the preceding day of the following month, both inclusive. The number of complete months from the commencement of the period, ascertained in this way, should be computed, after which the number of odd days should be counted. The day on which the agreement commences as well as that on which it terminates should both be included and all odd days should be added together and reckoned at thirty to the month.

8. 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.

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

10. It is provided by section 32 of the Shipping and Seamen Act, 1908, 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.

11. 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, turning, machine-work, &c.), and for how long.

12. 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 endorsed by the superintending engineer. No time spent in clerical work will be allowed to count.

13. In cases where a testimonial from the chief engineer or from the master is for any sufficient reason not obtainable, one may be submitted from the superintending engineer in place of that of the chief engineer, and from the marine superintendent in place of that of the master, or from the managing owner, or secretary, or chairman of a large company, in place of either, 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. Copies of testimonials referred to in this paragraph and in paragraphs 11 and 12 must accompany candidates' applications, and will be retained by the Marine Department.

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

15. 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.

16. 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 recognized 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.

17. 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.

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

18. 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 endorse the report on the form Exn. 15.

19. 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.

20. If the candidate passes, he will receive a form (Exn. 16) authorizing 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.

21. 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, he may either have the fee returned to him or have it placed to his credit. Should his services entitle him to a certificate of a lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be returned to him or placed to his credit. The superior certificate will not be granted until the candidate has performed the amount of service in which he was deficient, and has been re-examined in all the subjects, unless the Marine Department see fit to dispense with the re-examination.

22. 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 of a foreign-going steamer, or its equivalent in the home trade (four and a half months) subsequent to 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.

23. 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 quali-

fications, &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.

24. 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.

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

26. 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 ..	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

27. 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 foreign-going 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 months' qualifying service at sea in a foreign-going steamship of not less than 66 nominal horse-power, or four and a half months' similar service in the home trade.
- (3.) Candidates for first-class certificates must prove, in addition to lake or river service in vessels of not less than 99 nominal horse-power, at least six months' qualifying service at sea with a second-class engineer's certificate in foreign-going vessels of not less than 99 nominal horse-power, or nine months' similar service in the home trade.

28. Service in sea-going steam-dredgers, fishing-boats, or tug-boats, and in sea-going pilot vessels when on their station or when going to or returning from the same, 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 in a foreign-going steamer. Candidates for second-class certificates may perform all these sea services in sea-going steam-dredgers, fishing-boats, tug-boats, or pilot vessels; 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, while in possession of a second-class certificate, 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.

29. 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 cargo 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.

30. An officer who has attained the rank of engineer lieutenant or engineer sub-lieutenant in His Majesty's navy, or the rank of engineer or assistant engineer in the Indian Marine Service, is entitled without examination, if an engineer lieutenant or engineer, to a certificate of service as first-class engineer, and if an engineer sub-lieutenant or 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.

An officer who has attained the rank of chief artificer engineer in His Majesty's navy is also entitled without examination to a certificate of service as second-class engineer.

31. The Lords Commissioners of the Admiralty have directed that applications from officers of the navy for certificates of service or for permission to be examined for certificates of competency must, in the case of officers on the active list, be made through the Commanding Officer to the Secretary to the Admiralty, and in the case of officers who are on half-pay or who have retired, direct to the Secretary to the Admiralty, who in either case will forward the applications to the Board of Trade.

32. Artificer engineers, chief engine-room artificers, engine-room artificers, and mechanics 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 F.]

33. 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. A list of the colonial certificates issued under Order in Council is given in Appendix J.

34. The holder of a colonial certificate of competency not granted under the Merchant Shipping Act, or of a certificate of competency granted after examination on board one of His Majesty's ships, who wishes to be examined for a New Zealand certificate of the same grade, must prove that he has performed the amount of service required by these regulations for that grade, and complied with the conditions laid down as to testimonials. No fee will be demanded for the first attempt, but if the candidate fails the usual fee will be demanded on any subsequent attempt.

35. 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.

36. 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.

37. In the case of candidates for first-class certificates "qualifying service" means, as a rule, service on regular watch on the main engines or boilers as senior engineer in charge of the whole watch. When, however, three or four engineers are on watch at the same time the service of the two seniors may be allowed to count, and when not less than six engineers are on watch together that of the three seniors, provided a certificate from the superintending engineer is produced stating the number of engineers on watch, the rank held by the applicant, and that he was in full charge of a watch on a definite section 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. In no case will time spent in clerical work be allowed to count.

38. 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.

39. 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*.

40. 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 wilfully 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.

41. 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.

42. 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.

43. 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.

44. *Value of Ordinary Certificates.*—Ordinary certificates will entitle the holders to go to sea, in the grade certified, as engineers of any vessel in the British Mercantile Marine.

QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY.

45. *Third-class Engineer.*—Section 22 (5) of the Shipping and Seamen Act, 1908, as amended by the Second Schedule to the Shipping and Seamen Amendment Act, 1909, and by section 2 of the Shipping and Seamen Amendment Act, 1911, 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. When the workshop service has been performed in a place where engines are manufactured or repaired, or where other work of a similar class is performed, and the work on which the applicant has been principally employed is fitting, turning, machining, and erecting machinery, the Minister may accept the service and sanction the examination of the candidate if he is satisfied that the work was such as to be useful training for an engineer.”

“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 recognized 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 recognized by the New Zealand University as afore-said; or

“(d.) Who has worked for at least three years in a workshop as hereinbefore prescribed, and has also completed to the satisfaction of the Minister a course of mechanical engineering extending over not less than two years at such classes recognized under Part VII of the Education Act, 1908, as are approved for the purpose by the Minister.”

46. 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.) 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.

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

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

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

(f.) 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.

47. *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.

On and after 1st January, 1915, the applicant will be required to have served eighteen months at sea as engineer on regular watch on the main engines or boilers of a foreign-going steamer of not less than 66 nominal horse-power; or twenty-seven months in a home-trade steamer 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 be able to 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 root; he must also understand the application of these rules to questions about safety-valves, coal consumption, 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.

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

49. 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 on regular watch on the main engines or boilers of a foreign-going steamship of not less than 99 nominal horse-power as senior engineer in charge of the whole watch, 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 years and a half 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 the whole of a watch on the main engines and boilers; or possess or be entitled to a first-class certificate of service.

On and after 1st January, 1915, the candidate will be required, in addition to the qualifications required for a second-class engineer—(1) to have served at sea for eighteen months with a second-class certificate of competency or service on regular watch on the main engines or boilers of a foreign-going steamship of

not less than 99 nominal horse-power as senior engineer in charge of the whole watch; or (2) to have served at sea for twenty-seven 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 three 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 (3) to have served three years and nine months 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 entire period he has been the senior engineer in charge of the whole of a watch on the main engines and boilers; or (4) to possess or be entitled to a first-class certificate of service. The service described in paragraphs 47, 48, 49, and 50 of the regulations may as heretofore be accepted as qualifying for examination in accordance with the conditions specified in those paragraphs.

- (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. He should also be able to calculate the effect of the application of the lever, pulley, inclined plane, and other mechanical powers.
- (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.

50. On and after 1st January, 1915, a candidate for either a second-class or a first-class certificate who within two years from the date of application to be examined has attended an approved course comprising general mathematical and scientific instruction at a technical school recognized by the Marine Department as suitable for the training of marine engineers, will be allowed to count time so spent as equivalent to sea service in the ratio of three months at the technical school to two months at sea. Time so spent cannot be accepted as equivalent to more than one-sixth of the total sea service required for either certificate, but a candidate who has been allowed to count such time on examination for a second-class certificate will not be debarred from counting similar subsequent time on examination for a first-class certificate.

In every case in which an allowance is made for time spent at a marine technical school, the candidate will be required to produce the principal's certificate for continuous and regular attendance at all the approved classes and for satisfactory progress.

GENERAL RULES AS TO SERVICE.

51. Workshop service must have been performed in a work shop or shops where engines are manufactured or repaired, or where other work of a similar class is performed, but no time served before the age of fifteen will be counted.

Not less than three years of the apprentice time must have been spent at fitting or erecting machinery. The remaining two years may be made up of time spent in engine-works at fitting, erecting, or repairing engines and machinery, or at one of the other branches of the trade given below, the time so spent to count as follows:—

Fitting, erecting, repairing, or turning	Full time.
Working in drawing-office	Full time up to one year, and beyond one year one-half time.
Pattern-making	One-half time, with a maximum allowance of one year.
Planing, slotting, shaping, and milling	One-third time.
Boilermaking or repairing	One-half time.
Smithwork	One-half time, with a maximum allowance of one year.
Coppersmith-work	One-third time, with a maximum allowance of six months.

52. When the workshop service has been performed in a place where engines are made, but not in the manner specified in paragraph 36, 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 service of not less than one year in a suitable workshop.

53. Foreign engineers cannot be examined for a first-class certificate unless they have performed the sea service stated in paragraph 49, 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 49).

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

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

56. 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 not less than 99 nominal horse-power on a voyage, say, New Zealand to Australia, taking full responsibility for engines and boiler.

57. The sea service required by these regulations is, unless otherwise stated, service performed in foreign-going ships of at least the nominal horse-power specified for the respective grades of certificate. The nominal horse-power as given on the vessel's certificate of registry may in all cases be accepted by the Examiners.

58. 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, except where other allowances are specified. (See paragraphs 27 (2), 28, 29, and 49 (a).)

59. 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.

60. 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.

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

62. 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.

63. 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.

64. At the commencement of the examination a face-sheet should be given to each of the candidates, and they should be instructed to read the rules contained therein. 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.

65. 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. All worked papers must be signed and dated, and the name of the port of examination inserted by the candidate. 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.

66. 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.

67. 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.

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

69. 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.

70. 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.

71. 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.

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

73. 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.

74. 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 47 and 49).

75. 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 experience, his testimonials and service 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.

76. 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.

77. 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 elementary questions will, as a rule, be given on the second day of the examination to candidates for second class, and on either the second or third day to candidates for first class; but candidates who have time after working the arithmetical papers on the first day, or the drawing on the second day, may be allowed to go on with the elementary questions.

The questions for both 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.

78. 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 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 in the verbal examination without having been well cross-questioned on the points for which failure takes place. Candidates may, however, be failed in the written elementary paper without being examined *viva voce*.

In cases where the Examiner approves of the elementary paper, but fails the candidate for lack of either practical or elementary knowledge, a written account of the points on which he failed 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.

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

RIVER ENGINEERS AND MARINE-ENGINE DRIVERS.

General.

80. 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 places and times specified in paragraph 4 of these Regulations :

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.

81. *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.

82. *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.

83. 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.

84. 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, with the exceptions stated in paragraph 27.

The general rules as to conduct of examinations (paragraphs 60 to 79) will also apply to these examinations.

ENGINEERS OF VESSELS PROPELLED BY OIL, GAS, ETC.

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

86. 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.

87. There are two grades of certificates for sea-going vessels—viz., first-class and second-class engineers' certificates; and one grade for restricted limits.

88. 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 places and times specified in paragraph 4 of these Regulations:

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

89. 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.

90. 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.

91. 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.

92. 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.

93. 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 recognized 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 proofs given appears to be at all doubtful, the point must be referred to the Chief Examiner.

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

95. 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.

96. 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 Certificate (Oil, &c.)

97. 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.

98. 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.

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

100. 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.

101. 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.

102. It is provided by the Shipping and Seamen Act, 1908 (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.

103. 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.

104. 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.

105. 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.

106. 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.

107. 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.

Second-class Certificate (Oil, &c.).

108. 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.

First-class Certificate (Oil, &c.).

109. 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.

Restricted Limits Certificates (Oil, &c.).

110. 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.
111. 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, with the exception stated in paragraph 27.

112. 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.

113. 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.

114. 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.

115. 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.

116. The general rules as to conduct of examinations (paragraphs 60 to 79 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. Are double-acting air-pumps made with plungers, with pistons, or with buckets? Describe the construction and action of circulating pumps.

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. Where is the air-pump pet cock or valve 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 jet 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 in harbour 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? Have they any advantages compared with a common slide-valve? If so, name them.

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 have 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 true 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 affect 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° F., what is the greatest degree of vacuum there can then be in the condenser?
169. What is a thermometer? What is 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 forced or induced 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 in a water-tube boiler? 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 in a steam-turbine available to go astern as to go ahead?

228. Of what material are the propellers made in a steam turbine?

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 so, 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 of a cold-air machine 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, where is the exhaust steam led?
263. Cold-air chambers on board ship are insulated: how, 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. To about what temperature is the feed-water raised by passing through a feed-heater?
267. What fittings are usually placed on a feed-heater? Why are they necessary?
268. Describe any well-known ash-ejector.
269. Describe any well-known independent feed-pumps.
270. Are independent feed-pumps automatic in their action? Explain the action.
271. What advantage, if any, have independent feed-pumps over feed-pumps worked by the main engines?
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 in a filter 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 in an evaporator?
278. How may the evaporator 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 electric 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.: 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 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 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:

"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 cautioned not to put on paper what they have not fully considered, and deliberately intend to be understood, as evidence 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 not 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 Exn. 17a.

[Read the foregoing general instructions.]

A COMMON SLIDE-VALVE, with its spindle. Show also an outline section of the ports 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 travel 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 th of the piston.

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

It is required that all the parts shall be fully dimensioned in ink, but, if owing to want of time, this has not been done, the parts not fully dimensioned must be stated, otherwise it will be understood that the candidate considers the dimensions given sufficient.

The parts not fully dimensioned are

Dated at, this day of, 191

Candidate.

* Run the pen through the words that do not apply.

† The candidate may omit this part if he chooses.

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.

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 ensure 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 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 glass 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 steampipe (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 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 twofold—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.

DANGERS ATTENDING THE EXISTENCE OF A VACUUM IN BOILERS.

THE attention of Examiners of engineers is called to the following report relating to a fatal accident to an engineer on board a British ship, and they are

requested to see that all candidates for engineers' certificates realize the danger of removing a manhole door without taking the necessary precautions:—

Board of Trade Surveyors' Office,
79 Mark Lane,
London E.C.,

SIR,—

1st December, 1898.

We beg to report that in accordance with your instructions we visited the s.s. "Elderslie," O.N. 89,929, and inquired into the cause of the death, at Smyrna, of Ernest Marshall, third engineer of that steamer, on the 15th October, 1898.

The "Elderslie" is a screw steamer, built in 1884, of 2,761 tons gross and 1,801 tons net register. The engines are compound, direct-acting, and there are two double-ended boilers of the usual marine type, each boiler having six furnaces, three at each end, W.P. 90 lb. Mr. E. Marshall, the third engineer, was found dead in one of the boilers under circumstances which are not readily understood.

The chief engineer, Mr. Bishop, repeated to us a statement which he had previously made, and he was corroborated, so far as his personal knowledge went, by the second engineer, and also by a Greek fireman, Spiloni, and the other firemen in the engine-room and stokehold at the time. It is clear that on the vessel's arrival at Smyrna on the 14th October, after the fires had died out, the boilers were blown down between 5 and 6 p.m., and, by the instructions of the chief engineer, the third engineer proceeded at 7 a.m. on the following morning to take the manhole doors off. (The manholes are 16½ in. by 12½ in., and are in the end plate at the after end of the boiler.) He was assisted by Spiloni, who was usually detailed to work with him, and who says that one nut and one dog or cross-bar had been taken off the door, and the other nut started, when the third engineer sent him to prepare to take the door off the manhole of the other boiler. Spiloni left the third engineer, went down a ladder into the stokehold, across the stokehold, up another ladder to the starboard boiler, and immediately afterwards, hearing a loud report, went back to the port boiler where he had left the third engineer, and saw nothing but that the door was off and not in sight. What happened in the interval between this fireman leaving the third engineer and his return in a few minutes can only be reasoned out from the conditions and circumstances of the case, as there is nothing definitely known.

The engineers and engineers' crew were at this time engaged as follows:—

Chief engineer on deck.

Second engineer in engine-room at H.P. cylinder; one fireman with second engineer; one fireman with third engineer; four firemen cleaning engines, and two trimmers cleaning tubes in boilers.

The second engineer in the engine-room heard the report—he says, about 7.15 a.m.—and describes it as being like the sound caused by coal falling in the bunkers. The chief engineer knew nothing until informed that the third was missing. Spiloni and others had been looking about and inquiring for him. The chief joined in the search and finally went to the manhole, when he noticed that the door was off and not to be seen. He states that the boiler was so hot inside that he could not keep his hand in, and that on trying to put his head in the manhole he found it impossible to do so. Hot vapour was coming out of the manhole. His first thought was that the third engineer had allowed the door to drop into the boiler, and, attempting to get it out, had gone into the boiler and been overcome by the heat. He tried to look in with lamps, &c., but could not see

anything. He then got the bottom doors off, first the after bottom door and then the forward one. He could not see anything through the after door, but on looking in the forward bottom door he saw blood on the sides of the furnaces—that is, he explains there was some fresh blood as if running down on the side of the centre and wing furnace near to the forward end of the boiler. This was at 7.45 a.m. The boiler was allowed to cool down, and in about four hours the body of the third engineer was got out. It was found lying on two of the longitudinal stays close to the forward end plate, and opposite the manhole. The door was found on the top of the tubes almost underneath the body, and one of the dogs beside it; both of the studs in the door were bent and a small piece of rope was fastened to one of the studs. A spanner was found on the top of the combustion-box girders—that is, halfway between the manhole and the position of the body, and a lamp, hammer, and chisel and broom-head or brush were found in the bottom of the boiler. When the body was got out it was found that the skull was fractured, and that the skin where exposed peeled off when rubbed. A surgeon certified that the skull was fractured, but does not appear to have examined the whole body, contenting himself with seeing sufficient cause for the man's death. The master, however, says that the arms and shoulders looked to him as if seriously injured or broken, and that there was a deep mark on the forehead and the clothing torn in places.

The foregoing statement contains the important points of the case so far as we can gather them. We both have entered the boiler, examined the manhole and door, had the exact position where the body was found pointed out, and also that of the door, &c., and spanner. The whole story appears straightforward and is easily realized, but the causes which brought the body of the third engineer to the position where it was found are not so readily explained. Accepting the statements of the master, engineers, and firemen (and we have no reason for doubting them), it is clear that the third engineer either (1) got into the boiler of his own accord, (2) was put in by others, or (3) met his death accidentally by causes unforeseen and unnoticed, and which no one contributed to except himself, and that unknowingly. The first two causes must, it appears to us, be dismissed—the position of the body and the statement as to the high temperature of the boiler and other reasons rendering them absolutely inadmissible; and after considering the whole circumstances of the case, we are of opinion that the death of the third engineer was brought about in the following manner:—

The boilers were blown down and left, neither safety-valves nor cocks were opened (the chief engineer says he gave instructions to open the gauge-cocks, but found them shut), so that when the steam condensed there would be a vacuum in the boilers. The manhole is in the after end plate; there is a small platform almost in a line with the door. The deceased took off both the nuts without starting the door, one dog was taken off, the other turned partly round, a piece of small rope (which the second engineer says was very weak stuff) was fastened to one of the studs of the door and to the gauge-glass stand. He then stooped down in almost a lying position, probably holding the door by one of the studs, or by the rope, with one hand, and perhaps tapping it with the spanner in the other hand, when the door started, was suddenly driven inwards by the pressure of the atmosphere with great force, the

rope broke, and the deceased, involuntarily tightening his grip on the stud or rope, was drawn into the boiler—the inrush of air assisting this movement, as his body became near to or partly filled the hole—and he was propelled with such violence as to fracture his skull on the other end of the boiler, or it may be by striking the plate at the manhole as his head was entering it.

This explanation, which from its singularity may at first appear somewhat doubtful, is the only one which we think fits all the known facts of the case, such as: the short interval which elapsed between the time when the fireman Spiloni left the third engineer and his return to the manhole; the short time from starting work at 7 a.m. until the report was heard fifteen minutes later; the sudden disappearance of the third engineer; the condition and position of the body when found; the position of the door, spanner, &c.; and also the high temperature of the boiler.

It certainly appears extraordinary that a man could be drawn into a boiler through a manhole with such force as to fracture his skull on the end plate, 16 ft. from the hole, and in a direct line with it, but the stays would form a sort of guide to keep the door and body travelling in a horizontal and direct line, and it may be added that the deceased was not a big man. He is said to have been about 10 stone in weight, and 5 ft. 5 in. high. It can be seen by examination of the small platform at the manhole that the occurrence is at least quite possible. At any rate, unless the whole story is disbelieved, a manhole door weighing 85 lb. was found along with the body of the third engineer, close to the end plate furthest from the manhole, and had been in that position for some hours and from a time when the condition of the boiler was such that no one would have entered it, or could have lived therein.

We wish to add that, although death under the above circumstances is probably unprecedented, the violent inrush of a manhole door due to vacuum in the boiler has been frequently experienced. A case somewhat analogous occurred in one of the steamers of the ——— Line, which hearing about, we inquired as to the facts from the superintendent, who kindly sent a letter describing the case, a copy of which is given below.*

We have inquired in reference to the circumstances of this case of the master, first and second engineers, Spiloni, and the other men. The firemen are Greeks, and understand very little English. The present third engineer, who is a native of Smyrna, and can speak English and Greek, acted as interpreter.

The area of the manhole, $16\frac{1}{2}$ in. by $12\frac{1}{4}$ in., is about 156 square inches, and assuming a temperature of about 180 degrees in the boiler, there might exist an external pressure of 7 lb. per square inch, which, if suddenly applied, would exert a force of 1,092 lb.—at any rate sufficient force would be exerted to set up a high velocity on the door when suddenly relieved.

** Copy of Letter above referred to.*

Referring to our conversation this morning relative to the death of an engineer in a boiler on board a British steamer at Smyrna, it affords me some pleasure to give you the details of an almost similar occurrence on board one of the steamers of the ——— Line some few years ago. They are as follows:—

The vessel arrived on a Saturday evening, and it being necessary to get the men in the boiler at the earliest possible moment for cleaning purposes, one of the junior engineers was ordered to the ship on

Sunday morning. His instructions were to pump the remaining water out of the boiler, and he did this without admitting air. So far as we were able to gather at the time, it seems that the engineer, together with a Chinese fireman, went to take off the lower manhole door. This door was some few inches above the stokehole floor, and, as is the usual practice of Chinamen, the fireman assumed the "squatting" attitude. He was left to himself to remove the nuts and dogs of the door, and when he had done so, he started the door, and was instantaneously drawn in towards the boiler, his stomach practically closing the aperture, and the door swinging to the back of the boiler with a loud report.

Hearing the fireman's cries, the engineer opened the gauge-cocks in order to admit air to the boiler, whilst the fireman in the meantime suffered great agony, being pinned in this position until the vacuum was destroyed.

When the matter was reported to me the next morning, I saw the fireman, who complained of internal injuries. These, however, do not appear to have been of a severe nature, as the man was able to resume his work in a few days.

APPENDIX F.

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, 1908.

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 know-

ledge, 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 or any other person 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 "short circuiting," and what are the causes which produce it ; what is its danger in coal-bunkers and petroleum-carrying steamers ; what are the uses of switches and cut-outs, and why 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 G.

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 arithmetic 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 T 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. 16.—Examiner's authority.

APPENDIX J.

LIST OF COLONIAL CERTIFICATES ISSUED UNDER ORDER IN COUNCIL, which are of the same force as those granted by the BOARD OF TRADE.

Colony.	Certificates.		Date of Original Order in Council.	Date from which Order in Council takes Effect.
	By whom granted in Colony.	Description.		
Victoria ..	Marine Board* ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	30 Mar., 1871	4 Jan., 1870.
Canada..	The Minister of Marine and Fisheries	Master; Mate†	19 Aug., 1871	19 Aug., 1871.
New Zealand ..	Marine Department ..	1st Class Engineer; 2nd Class Engineer ..	10 Nov., 1886	1 Jan., 1887.
		Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	9 Aug., 1872	1 May, 1872.
New South Wales	Department of Navigation‡	Master; 1st Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	30 Aug., 1873	18 June, 1872.
Malta ..	The Head of the Government	Master; 1st Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	12 May, 1874	12 May, 1874
South Australia ..	Marine Board ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	12 May, 1874	12 May, 1874.
Tasmania ..	The Governor ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	12 Feb., 1876	1 April, 1876.
Bengal ..	Lieutenant-Governor	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	27 June, 1876	27 June, 1876.
Newfoundland § ..	Governor ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	14 May, 1877	14 May, 1877.
Bombay ..	Governor ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	11 July, 1877	11 July, 1877.
Queensland ..	Marine Department ..	Master; 1st Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	26 Mar., 1878	1 Oct., 1877.
Hong Kong ..	Governor ..	Master; 1st Mate; Only Mate; 2nd Mate; 1st Class Engineer; 2nd Class Engineer	31 Dec., 1883	1 Jan., 1884.
Straits Settlements	Governor ..	Master; 1st Mate; 2nd Mate	1 May, 1890	1 June, 1890.
		1st Class Engineer; 2nd Class Engineer	1 May, 1890	1 Aug., 1888.
Mauritius || ..	Governor ..	Master; 1st Mate; 2nd Mate	22 Nov., 1890	1 Jan., 1891.

* The Steam Navigation Board was superseded by the Marine Board on the 21st December, 1888. See Order in Council of 23rd November, 1888. † Equivalent to First Mate. ‡ The Marine Board was superseded by the Department of Navigation on the 17th March, 1900. § Newfoundland does not issue Engineer Certificates under the Order in Council. || Mauritius does not issue Engineer Certificates under the Order in Council.

The Public Trust Office Act, 1908.—Part II, Unclaimed Lands.

SCHEDULE showing all lands vested in the Public Trustee under the Public Trust Office Act, 1908, Part II, Unclaimed Lands, subsequent to the list published in the *New Zealand Gazette* dated 6th July, 1911, page 2160, and during the period subsequent thereto and terminating on the 31st day of March, 1914, with the names of the person or persons believed by the Public Trustee to have any estate or interest therein. Published in pursuance of section 85 of the said Act.

J. ALLEN,
Minister of Finance.

LIST OF LANDS VESTED IN THE PUBLIC TRUSTEE UNDER THE PROVISIONS OF THE PUBLIC TRUST OFFICE ACT, 1908, PART II, UNCLAIMED LANDS, FOR THE THREE YEARS ENDING 31ST MARCH, 1914.

Description of Land.	Area.			Persons interested.
	A.	R.	P.	
Allotment 34, Parish of Pupuke	60	0	0	Edward Wade.
Section 9, Block XXX, Oamaru	0	1	0	W. P. Simpson and W. Isles.
1/53rd part of Allotment 257, Section 1, Tauranga	0	0	0-6604	James Thomas.
Northern portion of Allotment 36, Parish of Oruru	78	0	0	Elizabeth Reid.
South-eastern portion of Section 173, Parish of Waioatahi	47	2	0	William Brown.
Allotment 23, Parish of Kihikihi	1	0	3	Henry Hazelgrove.
Allotment 93, Parish of Horotiu, Newcastle	0	0	29	Edmund Wicks.
Section 7, Block VIII, Parish of Kawhia	0	1	25	Thomas Pratt Redding.
Northern portion of Allotment 84 and southern portion of Allotment 85, Waipareira	80	0	0	William Johnson Smith.
Northern middle portion of Allotment 101, Parahaki	40	0	0	George Prosser.
South-eastern portion of Allotment 9 and south-eastern middle portion of Allotment 9, Ruatangata	120	0	0	Samuel Walker.
Allotment 363, Parish of Te Papa	50	0	0	Robert Fairbairn.
Sections 515 and 516, Halcombe	1	1	38	— Todd.
Allotment 120, Parish of Te Puna	50	0	0	Charles Johnston.
Allotment 106, Parish of Te Puna	50	0	0	Robert Inglis.
Allotment 7, Village of Weymouth	0	1	32	David Taliman.
Allotments 11 and 12, D.P. 180, Maple Hill, Dunedin	0	1	18-6	Annie Meehan.
North-eastern portion of Allotment 142, Parish of Okahu	19	0	0	Francis Andrew.
Section 774, Town of Reefton	0	0	12	Henry McClurg.
Allotment 45, Parish of Maungataniwha	90	0	0	James Gale.
Allotment 259, Parish of Waioatahi	50	0	0	William Devine.
Allotment 257, Parish of Waioatahi	50	0	0	James Walker.
Southern portion of Allotment 9, Parish of Parahaki	40	0	0	Richard Fraser.
Allotment 26, Town of Woodside	0	0	32	Eliza Bayley Cantle.
Part Section 6, Block VI, Totaranui	28	0	0	John Fraser.
Block 73, Ruataniwha	39	0	13	Hugh Dobbin.
Northern portion of Allotment 126, Parish of Ruatangata	60	0	0	James McGrath.
Part Section 18, Manchester Block, Halcombe	3	0	28	Colonist Land and Loan Corporation.
Allotment 59, Parish of Mangatete	88	0	0	Hugh McMullan.
Section 4, Block XVI, Kawakawa	21	3	0	Thomas Kilkeary.
Allotment 116, Parish of Komakorau	50	0	0	William Allen.
Part Section 472, Town of Westport	0	0	8	S. A. Joseph. 瑪瑟
Lots 443 and 444, Manchester Block, Town of Halcombe	0	2	0	Colonists Land and Loan Corporation.
Section 16, Block 79, Oamaru	0	1	8	George W. Quayle.
Allotment 293, Parish of Te Papa	48	1	7	N. H. Barry.

Vital Statistics.

GOVERNMENT STATISTICIAN'S Report on the Vital Statistics of the Principal Towns of New Zealand during the Month of May, 1914:—

RETURN of the Number of Births, with the Actual Mortality of Males and Females, and the Proportion of Deaths to Population, in the undermentioned Boroughs, during the Month of May, 1914.

BOROUGH.	ESTIMATED POPULATION, 1ST JANUARY, 1914.	TOTAL BIRTHS IN BOROUGH.	DEATHS IN BOROUGH REGISTERED IN MAY, 1914.							Total Deaths.	Proportion of Deaths to the 1,000 of Population, May, 1914.	Proportion of Deaths to the 1,000 of Mean Population of the Year 1913.
			Males.			Females.						
			Under 1 Year.	1 & under 5 Years.	5 Years and over.	Under 1 Year.	1 & under 5 Years.	5 Years and over.				
Auckland	50,370	107	3	2	19	2	2	10	38	0.75	11.49	
Birkenhead	2,122	7	1	..	1	..	..	1	3	1.41	9.14
Devonport	7,715	13	..	..	2	..	..	3	5	0.65	7.79
Newmarket	3,179	4	1	..	1	..	..	..	2	0.63	6.72
Grey Lynn	8,613	21	1	1	3	..	..	2	7	0.81	9.57
Mount Eden.. .. .	10,947	23	..	..	2	..	..	2	4	0.37	11.95
Northcote	1,701	4	..	..	..	..	..	..	..	..	11.17
Mount Albert	8,705	19	..	..	3	1	..	2	6	0.69	8.92
Takapuna	1,533	3	..	..	..	..	..	..	..	..	..
Totals Auckland and sub-urban boroughs	94,885	201	6	3	31	3	2	20	65	0.69	10.61	
Population of other suburbs*	18,449											
Total population of Greater Auckland	113,334											
Wellington	67,446	130	3	..	24	4	1	14	46	0.68	9.30	
Karori	1,609	2	..	..	..	..	..	..	..	..	5.75
Onslow	2,006	2	..	..	..	..	..	..	..	..	8.11
Miramar	1,771	4	..	..	..	..	..	..	..	..	5.72
Eastbourne	616	..	..	..	..	..	..	..	..	..	6.61
Totals Wellington and sub-urban boroughs	73,448	138	3	..	24	4	1	14	46	0.63	9.08	
Population of other suburbs*	1,518											
Total population of Greater Wellington	74,766											
Christchurch	57,183	88	3	..	18	..	..	24	45	0.79	10.40
Woolston	3,780	3	..	..	2	..	..	2	4	1.06	10.76
New Brighton	2,078	5	..	..	..	..	..	..	..	..	5.97
Sumner	1,995	6	..	..	..	..	..	..	..	..	9.13
Spreydon	3,769	14	..	1	..	..	..	2	3	0.80	8.78
Riccarton	3,068	6	1	..	..	1	..	1	3	0.98	9.87
Totals Christchurch and sub-urban boroughs	71,873	122	4	1	20	1	..	29	55	0.78	10.15	
Population of other suburbs*	14,073											
Total population of Greater Christchurch	85,946											
Dunedin	49,446	68	2	3	25	2	..	17	49	0.99	11.98	
Maori Hill	2,307	6	..	..	..	..	..	..	..	..	5.24
Mornington	5,283	9	..	..	2	..	..	2	2	0.38	8.65
St. Kilda	4,898	21	..	..	2	..	..	2	2	0.41	10.07
West Harbour	2,075	2	..	..	2	..	..	..	2	0.96	4.87
Green Island.. .. .	2,092	5	..	..	1	..	..	3	4	1.91	8.85
Totals Dunedin and suburban boroughs	66,101	111	2	3	32	2	..	20	59	0.89	11.03	
Population of other suburbs*	2,563											
Total population of Greater Dunedin	68,664											

* These remaining suburbs do not lie within borough boundaries, and particulars respecting them have not been obtained for the Vital Statistics. Closely correct annual statements of population outside boroughs are not obtainable.

In the above table are given the deaths and death-rates for each of the four cities, for the suburban boroughs severally and for each city with its suburban towns.

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

The inclusion of the suburban boroughs tends to lower the rate at each of the four centres.

		Death-rates per 1,000 of Population.	
Auckland City	0.75	0.69	
and eight suburban boroughs			
Wellington City	0.68	0.63	
and four suburban boroughs			
Christchurch City	0.79	0.78	
and five suburban boroughs			
Dunedin City	0.99	0.89	
and five suburban boroughs			

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

Compared with May, 1913, the results are,—

	1913.	1914
Auckland and suburbs	1.03	0.69
Wellington and suburbs	0.61	0.63
Christchurch and suburbs	0.81	0.78
Dunedin and suburbs	1.05	0.89

The total births in the four chief cities and their suburban boroughs amounted to 572, against 544 in April—an increase of 28. The deaths in May were 225—a decrease of 31 as compared with the previous month. Of the total deaths males contributed 129, females 96. Thirty-five of the deaths were of children under five years of age, being 15.56 per cent. of the whole number; 25 of these were under one year of age.

There were 74 deaths of persons of 65 years and upwards in the four chief cities and their suburban boroughs, the same as in April. The following table shows the classification:—

Age.	Auckland.		Wellington.		Christchurch.		Dunedin.		Total.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
65	..	1	..	1	..	..	..	..	..	2
66	1	..	..	..	..	..	1	..	2	..
67	1	..	..	1	..	..	1	2	2	3
68	1	..	..	..	1	1	2	..	4	1
69	2	1	..	..	1	1	2	..	5	2
70	..	..	..	1	..	..	1	1	1	2
71	..	1	..	..	1	..	2	..	3	1
72	4	..	1	..	1	..	..	..	6	..
73	2	..	1	..	..	..	1	..	4	..
74	..	1	1	..	1	2	1	..	3	3
75	..	..	..	..	..	..	1	..	1	..
76	1	1	..	..	2	..	..	1	3	2
77	1	..	..	1	..	1	..	1	1	2
78	..	..	..	1	..	1	..	1	1	2
79	..	..	2	1	..	1	..	1	2	1
80	..	..	..	..	..	..	..	1	2	1
81	..	..	..	..	..	1	..	..	1	1
82	1	..	..	..	..	..	..	1	1	..
83	..	..	..	..	..	..	..	1	..	1
84	..	..	..	..	..	1	..	1	..	2
85	..	..	..	..	..	1	..	..	1	..
86	..	1	..	..	1	1	..	1	1	3
87	..	..	..	..	1	..	1	..	2	..
88	..	..	..	..	..	1	..	..	..	1
89	..	..	..	..	..	1	..	..	..	1
90	..	..	..	..	..	..	..	..	..	..
91	1	..	..	..	..	..	..	..	1	..
Totals ..	15	6	5	4	9	11	15	9	44	30

TABLE showing the Causes of the Deaths of Persons at the Four Centres registered during May, 1914.

CAUSES OF DEATH.	AUCKLAND AND SUBURBAN BOROUGHES.		WELLINGTON AND SUBURBAN BOROUGHES.		CHRISTCHURCH AND SUBURBAN BOROUGHES.		DUNEDIN AND SUBURBAN BOROUGHES.		TOTAL.
	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	
1.—GENERAL DISEASES.									
(a.) Epidemic Diseases.									
7. Scarlet Fever	1	..	..	..	..	1
8. Whooping-cough	1	..	..	..	..	..	1
9. Diphtheria	2	..	..	..	..	..	2
(b.) Other General Diseases.									
20. Septicæmia	2	..	1	3
28. Phthisis	5	..	1	..	2	..	6	14
30. Tuberculous Meningitis	1	..	1	2	..	4
39. Cancer of the Palate	1	..	..	..	..	1
40. " Stomach	1	..	2	3

TABLE showing the Causes of the Deaths of Persons at the Four Centres registered during May, 1914—continued.

CAUSES OF DEATH.	AUCKLAND AND SUBURBAN BOROUGHS.		WELLINGTON AND SUBURBAN BOROUGHS.		CHRISTCHURCH AND SUBURBAN BOROUGHS.		DUNEDIN AND SUBURBAN BOROUGHS.		TOTAL.
	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	Under 5 Years.	5 Years and over.	
X.—MALFORMATIONS.									
50. Malformation of Heart .. ..	..	..	..	..	..	..	1	..	1
XI.—DISEASES OF EARLY INFANCY.									
151. Marasmus, &c.	2	..	1	..	3	..	..	..	6
151A. Premature Birth	2	..	1	..	1	..	1	..	5
152. Atelectasis .. ..	..	..	1	..	..	..	..	..	1
XII.—OLD AGE.									
154. Senile Decay .. ..	..	7	..	3	..	4	..	5	19
XIII.—VIOLENCE.									
155. Suicide by Poison .. ..	..	..	..	..	..	1	..	..	1
159. " Shooting .. ..	..	..	..	..	..	..	..	1	1
167. Accident—Burns .. ..	..	..	..	2	..	..	..	..	2
169. " Drowning	1	1	..	2	..	..	..	..	4
172. " Fall from Balcony .. ..	..	..	..	1	..	..	..	..	1
172. " Fall down Hold of Ship .. ..	..	..	..	1	..	..	..	..	1
174. " Crushed in Lift .. ..	..	..	..	1	..	..	..	..	1
175. " Fall from Express .. ..	..	..	..	1	..	..	..	..	1
175. " Collision of Motor-cycle .. ..	..	..	..	..	..	..	..	1	1
175. " Fall from Bicycle .. ..	..	..	..	..	..	..	..	1	1
185. " Fractured Femur .. ..	..	..	..	..	..	..	1	..	1
XIV.—ILL-DEFINED DISEASES.									
188. Syncope .. ..	..	..	..	1	..	..	..	1	2
189. Heart-failure .. ..	..	1	..	..	..	..	..	..	1
Totals	14	51	8	38	6	49	7	52	225

RETURN of the Number of Births, with the Actual Mortality of Males and Females, and the Proportion of Deaths to Population, in the undermentioned Boroughs, during the Month of May, 1914.

BOROUGHS.	ESTIMATED POPULATION 1st JANUARY, 1914.	TOTAL BIRTHS IN BOROUGHS.	DEATHS IN BOROUGHS REGISTERED IN MAY, 1914.						Total Deaths.	Proportion of Deaths to the 1,000 of Population, May, 1914.	Proportion of Deaths to the 1,000 of Mean Population in the Year 1913.
			Males.			Females.					
			Under 1 Year.	1 & under 5 Years.	5 Years and over.	Under 1 Year.	1 & under 5 Years.	5 Years and over.			
Thames	3,727	7	..	..	..	..	..	..	..	8.61
Gisborne	9,609	59	..	1	11	..	2	..	17	15.50	
New Plymouth	7,835	35	..	..	4	..	..	3	7	12.87
Napier	11,050	24	..	..	5	..	..	1	6	12.77
Wanganui	13,675	38	1	..	1	..	2	..	5	9.57	
Palmerston North	11,971	34	1	1	..	..	..	5	7	9.92
Masterton	5,742	12	..	..	1	..	..	..	1	9.03
Petone	7,214	8	..	..	..	..	..	1	1	7.19
Blenheim	4,010	7	..	..	..	..	..	..	..	13.47
Nelson	8,505	18	..	..	2	..	..	2	4	15.24
Greymouth	5,684	5	1	..	3	..	..	1	5	18.85
Hokitika	2,363	3	..	..	1	2	..	..	3	13.97
Lyttelton	4,151	13	..	..	1	..	..	..	1	9.88
Timaru	12,575	35	..	1	6	..	4	..	5	9.70	
Oamaru	5,478	9	..	..	1	..	..	1	2	11.80
Invercargill	14,353	31	..	..	6	1	..	7	14	8.91
Invercargill South	1,632	4	..	..	..	..	..	..	..	9.51

Registrar-General's Office,
Wellington, 13th June, 1914.MALCOLM FRASER,
Government Statistician.

Unclaimed Property.

WHEREAS by section 89 of the Public Trust Office Act, 1908 (Part III), it is enacted that the Public Trustee shall publish in the *New Zealand Gazette*, and in some newspaper circulating in the district in which the property is situated, a notice of his intention to exercise the powers conferred on him by virtue of Part III of the said Act:

Now, this is to notify that the Public Trustee is about to exercise, in respect of the estate of DAVID JAMES, formerly of Turakina, Labourer, but whose present whereabouts are unknown, the powers conferred on him under section 87 of the said Act by an order of the Supreme Court of New Zealand made at Wellington on the 9th day of June, 1914.

Dated at Wellington this 16th day of June, 1914.

FRED. FITCHETT,
Public Trustee.

Officiating Ministers for 1914.—Notice No. 22.

Registrar-General's Office,
Wellington, 17th June, 1914.

PURSUANT to the provisions of an Act of the General Assembly of New Zealand passed in the eighth year of the reign of His late Majesty King Edward VII, and intituled the Marriage Act, 1908, the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

Roman Catholic Church.

The Reverend PATRICK JOSEPH DONOVAN.

Church of Christ.

Mr. CHARLES WATT.

F. W. MANSFIELD,
Registrar-General.

Applications invited for the Position of Stock and Fields Inspector, Marlborough District.

Office of Public Service Commissioner,
Wellington, 17th June, 1914.

1. APPLICATIONS will be received by the undersigned up till noon on the 4th July, 1914, for the position of Stock and Fields Inspector, Marlborough District.

2. Applications must be addressed to the Secretary to the Public Service Commissioner, Wellington, and must embrace a statement of education and experience, particulars of age, &c.

3. Applicants must not be more than forty years of age.

4. Applicants must have (a) a good knowledge of the control of rabbits and noxious weeds in New Zealand, (b) practical experience in rabbit suppression, (c) a general knowledge of live-stock in health and disease, (d) some experience of office work and correspondence, and (e) ability to ride across country. They should also have a sound knowledge of field-cropping operations in this Dominion.

5. Applications should be accompanied by testimonials, and, if practicable, at least one testimonial should be of recent date.

6. The appointment is subject to the Public Service Act, 1912. The position is classified in the General Division, and the commencing salary is £180 per annum.

7. The appointee will have to provide and feed a horse or horses as his duties may necessitate. The travelling-allowance according to the present regulations is 10s. per day (with actual expenses of horse-feed and livery) when absent from headquarters.

A. J. H. BENGE,
Secretary.

Tenders for Cartage.

General Post Office, Wellington, 16th June, 1914.

THE following list of tenders for cartage at Wellington is published for general information.

W. R. MORRIS,
Secretary.

Name of Tenderer.	Description of Service and Amount of Tender.									
	Tip-dray with One Horse.		Tip-dray with Two Horses.		Express with One Horse.		Lorry with Two Horses.		For each Additional Horse.	
	(1) Per Day.	(2) Per Hour.	(3) Per Day.	(4) Per Hour.	(5) Per Day.	(6) Per Hour.	(7) Per Day.	(8) Per Hour.	(9) Per Day.	(10) Per Hour.
<i>Accepted.</i> Alfred Reeve ..	£ 0 12 6	s. d. 2 0	£ 0 17 0	s. d. 2 6	£ 0 14 0	s. d. 2 0	£ 1 0 0	s. d. 3 6	s. d. 5 0	s. d. 1 6
<i>Declined.</i> J. O'Brien and Co.	0 14 0	2 3	1 5 0	4 0	0 15 0	2 6	1 5 0	4 0	5 0	1 0
Blake, Carlisle, and Co.	0 15 0	2 6	1 0 0	3 6	0 17 6	2 6	1 10 0	4 0	7 6	1 6
J. Campbell ..	0 17 6	2 6	1 2 6	3 6	0 17 6	2 6	1 7 6	3 9	7 0	1 0
S. Ivory ..	0 16 0	2 3	1 2 6	3 0	0 16 0	2 6	1 5 0	3 6	6 0	1 0
C. Nielson ..	0 15 0	2 6	1 0 0	3 6	0 15 0	2 6	1 0 0	3 6	6 0	1 0

Between any Two of the Places named in the Footnote.

Name of Tenderer.	(11) Per Ton or Part Ton Dead-weight or Measurement, Tonnage being calculated on Ship's Measurement.	(12) Telegraph Poles: Per Pole.					(13) Iron and Steel Rails or Tubular Poles: Per Ton.	(14) Timber other than Telegraph Poles: Per 100 Sup. Ft.
		20 ft.	25 ft.	30 ft.	35 ft.	40 ft. and upwards.		
		s. d.	s. d.	s. d.	s. d.	s. d.		
<i>Accepted.</i> Alfred Reeve ..	0 11	0 4	0 4	0 6	0 9	0 9	1 3	0 4
<i>Declined.</i> J. O'Brien and Co.	1 3	0 4	0 4	0 4	0 4	0 4	1 3	0 4
Blake, Carlisle, and Co.	1 3	0 10	1 0	1 3	1 10	2 0	1 9	0 6
J. Campbell ..	..	0 6	0 6	0 6	0 6	0 6	1 0	0 4
S. Ivory ..	1 2	0 8	0 9	1 0	1 1	1 3	1 3	0 6
C. Nielson ..	1 0	0 3	0 6	1 0	1 3	1 6*	1 3	0 6

* For 40 ft., 3d. for every additional 5 ft.

NOTE.—The following are the places mentioned in columns Nos. 11-14: Post and Telegraph Department Stores Yards, Pipitea Point; Post and Telegraph Department Stores, Stout and Maginnity Streets; Post and Telegraph Department Stores, Harris Street; Telephone Exchange; Railway-station and Yards; Government Printing Office; Departmental Offices at General Post Office; and wharves.

Tenders.

Public Works Office,
Wellington, 15th June, 1914.

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

W. FRASER,
Minister of Public Works.

SOUTH ISLAND MAIN TRUNK RAILWAY.—PLATELAYING AND BALLASTING.

	Accepted.	£	s.	d.
Brightling and Marriott, Christchurch	..	8,652	2	0
Declined.				
Fraser, G. M., Huntly	..	9,010	7	4
McLean, Donald, Wellington	..	9,158	0	0
McLean, John, and Son, Auckland	..	10,150	0	0

Supply and Delivery of Stores.

Public Service Stores Tender Board,
Wellington, 15th June, 1914.

SEPARATE tenders will be received at the office of the Chairman (Government Printing Office) not later than 5 p.m. on Wednesday, the 5th August, 1914, for the supply and delivery, C.I.F. and E. main ports, New Zealand, of the undermentioned material:—

5,000	yards canvas, army tent duck, 72".
15,000	yards canvas, for labels.
100	reams carbonic paper, 28" x 18", double foolscap, blue one side.
150	cash boxes, 12", "Koop's."
2,000	earthplates, copper.
200	reams paper, brown.
5	tons sulphate of copper.
1½	tons wire, copper, annealed, No. 11.
100	miles wire, rubber-insulated, twin twisted, 1/18, 1 red, 1 black.
40	tons wire, bronze, 40 lb. per mile.

Tenders must be addressed to the Chairman, Public Service Stores Tender Board, Wellington. Delivery of the material is to be made as shown in the conditions of tender, and successful tenderers must give the security required by the conditions for the due performance of the contract. Particulars and conditions of tendering and specifications may be obtained at the office of the Controller of Stores, Post and Telegraph Department, Wellington, the District Storekeeper, Post and Telegraph Department, Christchurch, or the Telegraph Engineers at Auckland and Dunedin, where samples may be seen.

The lowest or any tender will not necessarily be accepted.

J. MACKAY,
Chairman.

Tenders.

Public Service Stores Tender Board,
Wellington, 15th June, 1914.

THE following tenders for supplies have been accepted at Schedule rates.

J. MACKAY,
Chairman.

Drugs.—Hokitika Mental Hospital.

W. E. Williams, Hokitika.

Meat.—Hokitika Mental Hospital.

Andrews Bros., Hokitika (for three months only).

Forage.—Nelson.

Neale and Haddon, Nelson.

Forage.—Invercargill.

Bray Bros., Invercargill.

Forage.—Auckland.

Bogue and Sons, Devonport.

Forage.—Hamilton.

Frank M. Winstone, Auckland.

Forage.—Palmerston North.

Hodder and Tolley (Limited), Palmerston North.

Forage.—Wellington.

S. Rowe and Sons (Limited), Wellington.

Forage.—Christchurch.

B. Bunn, Christchurch.

Forage.—Dunedin.

H. F. Moss (Limited), Dunedin.

Forage.—Napier.

Murray, Roberts, and Co. (Limited), Port Ahuriri.

Meat.—Government Steamers, Wellington.

Barber and Co., Wellington.

Groceries.—Government Steamers, Wellington.

Hulbert and Beattie, Wellington.

Grass-seed for Kakahi.

Murray, Roberts, and Co. (Limited), Wellington.

Groceries.—Government Hostel, Waitomo Caves.

Hutchinson Bros. (Limited), Auckland.

Groceries.—Hostel and Huts, Te Anau—Milford Track.

No tender accepted.

Groceries.—Hammer Springs Sanatorium (including Tea Kiosk).

No tender accepted.

Groceries.—Government Hostel at Hermitage.

No tender accepted.

9,900 lb. Mixed Grass-seed for Alton Survey District, Southland.

No tender accepted.

12,000 lb. Mixed Grass-seed for Hauraki Plains.

W. Gunson and Co., Auckland.

Meat.—Rotorua Sanatorium, Rotorua.

George W. Vaughan, Rotorua, to 31st December, 1914.

Equipment for Boys and Crew of Government Training-ship "Amokura."

Section A, C, D: Sargood, Son, and Ewen (Limited), Wellington.

Section B: Ross and Glendining (Limited), Wellington.

Tenders.

Public Service Stores Tender Board,
Wellington, 15th June, 1914.

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

J. MACKAY,
Chairman.

MAIL-BAGS.

Accepted.

Hutcheson, Wilson, and Co., Wellington: 4s. 10d. for bag No. 224, 3s. 3d. for bag No. 225, 2s. 3d. for bag No. 226, reducible to 4s. 7½d., 3s. 1½d., and 2s. 2½d. respectively when canvas purchased from Post and Telegraph Department is exhausted.

Declined.

	Bag 224.	Bag 225.	Bag 226.
	s. d.	s. d.	s. d.
W. Wiggins (Limited), Wellington	4 10½	3 3	2 4½
J. McGrath and Co., Dunedin	5 0	3 6	2 9
Brace, Windle, Blythe, and Co., Dunedin	5 5	3 11½	3 1½
Devereaux, King, and Co., Christchurch	5 6½	4 4½	3 6
P. R. Russeland Co., Wellington	..	..	2 11

50 TONS CHAFF FOR ROTORUA.

Accepted.

Frank M. Winstone, Auckland 5 6 per cwt.

Declined.

A. W. Page, Auckland 5 11 ..
W. Gunson and Co., Auckland 6 9 ..
J. J. Craig (Limited), Auckland 6 2 ..

400 SACKS OF OATS FOR ROTORUA.

Accepted.

J. J. Craig (Limited), Auckland 2 8 per bushel.

Declined.

A. W. Page, Auckland 2 10½ ..
Frank M. Winstone, Auckland 3 0 ..
W. Gunson and Co., Auckland 3 5 ..

7,000 DRY CELLS.

<i>Accepted.</i>		
Richardson, McCabe, and Co. (Limited), Wellington : £246 1s. 10d. ("Red Seal A")		
<i>Declined.</i>		£ s. d.
P. R. Baillie and Co., Wellington	269	15 10
Ellis and Co. (Limited), Auckland	291	13 4
British General Electric Company (Limited), Wellington	276	13 9
A. D. Riley and Co. (Limited), Wellington	300	0 0
A. and T. Burt (Limited), Wellington	616	0 0
500 CELLS AND ELEMENTS, GORDON NO. 1, COMPLETE, WITH ADDITIONAL ELEMENTS.		
<i>Accepted.</i>		£ s. d.
Philips and Pike, Wellington	347	0 0
<i>Declined.</i>		
Richardson, McCabe, and Co. (Limited), Wel- lington	368	13 0
The Lawrence and Hanson Electrical Company, Wellington	393	10 0
A. D. Riley and Co. (Limited), Wellington	425	0 0
3,000 TELEPHONES, B.B. WALL, 1,000 OHMS.		
<i>Accepted.</i>		£ s. d.
B. L. Donne, Wellington	7,537	10 0
1,000 CORDS, MOUNTED, 2-CONDUCTOR, LOOPS BOTH ENDS, FOR BELL RECEIVERS.		
<i>Accepted.</i>		£ s. d.
The Lawrence and Hanson Electrical Company, Wellington	38	10 10
<i>Declined.</i>		
A. D. Riley and Co. (Limited), Wellington	20	0 0
500 CORDS, MOUNTED, 6-CONDUCTOR, FOR BLOCK TO TABLE TELEPHONE.		
<i>Accepted.</i>		£ s. d.
P. R. Baillie and Co., Wellington	41	13 4
<i>Declined.</i>		
B. L. Donne, Wellington	45	16 8
The Lawrence and Hanson Electrical Company, Wellington	57	5 10
200 YARDS CORD, UNMOUNTED, 4-CONDUCTOR.		
<i>Accepted.</i>		£ s. d.
A. D. Riley and Co. (Limited), Wellington	4	3 4
<i>Declined.</i>		
P. R. Baillie and Co., Wellington	4	15 10
B. L. Donne, Wellington	5	0 0
2,000 CORDS, MOUNTED, 4-CONDUCTOR, FOR MICRO- TELEPHONES WITHOUT CENTRAL SWITCH.		
<i>Accepted.</i>		£ s. d.
A. D. Riley and Co. (Limited), Wellington	150	0 0
<i>Declined.</i>		
B. L. Donne, Wellington	166	13 4
The Lawrence and Hanson Electrical Company, Wellington	172	18 4
2,500 CORDS, MOUNTED, 4-CONDUCTOR, FOR MICRO- TELEPHONES WITH CENTRAL SWITCH.		
<i>Accepted.</i>		£ s. d.
B. L. Donne, Wellington	125	0 0
<i>Declined.</i>		
The Lawrence and Hanson Electrical Company, Wellington	156	5 0
A. D. Riley and Co. (Limited), Wellington	125	0 0
P. R. Baillie and Co., Wellington	151	0 10
2,000 CORDS, MOUNTED, 2-CONDUCTOR, FOR WATCH RECEIVER.		
<i>Accepted.</i>		£ s. d.
A. D. Riley and Co. (Limited), Wellington	36	10 0
<i>Declined.</i>		
B. L. Donne, Wellington	41	13 4
P. R. Baillie and Co., Wellington	45	16 8
The Lawrence and Hanson Electrical Company, Wellington	62	10 0

150 CORD AND PLUG, 1-WIRE.

<i>Accepted.</i>		
The Lawrence and Hanson Electrical Company, Wellington	£ s. d.	52 10 0
100 RED AND 100 WHITE CORDS AND PLUGS, M.C. BINDINGS.		
<i>Accepted.</i>		£ s. d.
A. D. Riley and Co. (Limited), Wellington	20	0 0
3,000 ENVELOPES NO. 28, ADDRESSED "POSTMASTER," DEMY.		
<i>Accepted.</i>		£ s. d.
John Dickinson and Co. (Limited), Wellington	92	16 3
<i>Declined.</i>		
Coulls, Culling, and Co. (Limited), Wellington	107	10 0
R. J. Seddon and Co., Wellington	133	2 6
"	121	17 6*
Gass and Walker, Auckland	123	15 0
Samuel Brown (Limited), Wellington	261	7 6†
"	254	4 0‡
* Without coat-of-arms. † Including 500,000 foolscap envelopes; cases tin-lined. ‡ Including 500,000 foolscap envelopes; cases waterproof-paper lined.		
500,000 ENVELOPES NO. 31, FOOLSCAP, ADDRESSED "POSTMASTER."		
<i>Accepted.</i>		£ s. d.
John Dickinson and Co. (Limited), Wellington	127	1 8
<i>Declined.</i>		
Coulls, Culling, and Co. (Limited), Wellington	131	5 0
Gass and Walker, Auckland	150	0 0
R. J. Seddon and Co., Wellington	171	17 6
"	153	2 6*
* Without coat-of-arms.		
1,200,000 ENVELOPES NO. 48, PATENT FOLDING (BLUE).		
<i>Accepted.</i>		£ s. d.
R. J. Seddon and Co., Wellington	186	5 0*
* Gumming 6d. per 1,000 extra.		
<i>Declined.</i>		
John Dickinson and Co. (Limited), Wellington	240	0 0
Gass and Walker, Auckland	260	0 0
S. Brown (Limited), Wellington	261	7 6*
"	271	12 6†
Coulls, Culling, and Co. (Limited), Wellington	285	0 0‡
"	300	0 0§
* Cases waterproof-paper lined. † Cases tin-lined. ‡ English make, 6d. per 1,000 extra for gumming. § New Zealand make, 1s. per 1,000 extra for gumming.		
100,000 CUPS, INSULATOR, SINCLAIR.		
No tender accepted.		
1,000 POLES, SILVER-PINE, NATURAL ROUND, 18 FT. IN LENGTH, NOT LESS THAN 6 IN. DIAMETER AT BASE.		
<i>Accepted.</i>		s. d.
J. L. Davis, Horopito	6	6 each.*
* 400 only.		
<i>Declined.</i>		
Hugh Kelly, Horopito	8	0 each.
P. R. Baillie and Co., Wellington	6	0 " *
"	7	0 " †
* Delivered Wellington (Australian hardwoods). † Delivered Wanganui (Australian hardwoods).		
1,000 POLES, SILVER-PINE, NATURAL ROUND, 16 FT. IN LENGTH, NOT LESS THAN 6 IN. DIAMETER AT BASE.		
<i>Accepted.</i>		s. d.
J. L. Davis, Horopito	5	6 each.*
* 400 only.		
<i>Declined.</i>		
Hugh Kelly, Horopito	7	0 each.
P. R. Baillie and Co., Wellington	5	3 " *
"	6	3 " †
* Delivered Wellington (Australian hardwoods). † Delivered Wanganui (Australian hardwoods).		
100,000 CUPS, INSULATOR, POST-OFFICE.		
<i>Accepted.</i>		£ s. d.
A. and T. Burt (Limited), Wellington	1,527	0 0
<i>Declined.</i>		
Richardson, McCabe, and Co. (Limited) Wellington	1,625	0 0
British General Electric Company (Limited), Wellington	1,882	11 8
A. D. Riley and Co. (Limited), Wellington	2,479	0 0
P. R. Baillie and Co., Wellington	2,824	11 8

100,000 BOLTS, INSULATOR, POST-OFFICE.

<i>Accepted.</i>		£	s.	d.
A. and T. Burt (Limited), Wellington	..	1,173	0	0
<i>Declined.</i>				
S. Brown (Limited), Wellington	..	1,255	0	0
Richardson, McCabe, and Co. (Limited), Wellington	..	1,298	10	0
British General Electric Company (Limited), Wellington	..	1,359	12	0
A. D. Riley and Co. (Limited), Wellington	..	1,635	0	0
McPherson's Proprietary (Limited), Melbourne	..	2,395	16	8
P. R. Baillie and Co., Wellington	..	2,824	11	8*

*Including cups.

15,000 BOLTS, GALVANIZED SWAN-NECK, WITH LEATHER WASHERS; AND 15,000 CUPS, 3½ IN. X 2¼ IN. TO FIT ON BOLTS.

<i>Accepted.</i>		£	s.	d.
A. and T. Burt (Limited), Wellington	..	265	0	0
<i>Declined.</i>				
Richardson, McCabe, and Co. (Limited), Wellington	..	291	10	0
P. R. Baillie and Co., Wellington	..	292	8	0
The Lawrence and Hanson Electrical Company, Wellington	..	330	0	0
A. D. Riley and Co., Wellington	..	358	0	0
McPherson's Proprietary (Limited), Melbourne	..	234	7	6*

*Bolts only.

30,000 YARDS WIRE, JUMPER, TWISTED, ONE RED ONE WHITE.

<i>Accepted.</i>		£	s.	d.
The Lawrence and Hanson Electrical Company, Wellington	..	96	5	0
<i>Declined.</i>				
H. A. Smith and Co., Wellington	..	102	5	6
P. R. Baillie and Co., Wellington	..	111	19	0
A. D. Riley and Co. (Limited), Wellington	..	130	16	6
Turnbull and Jones (Limited), Wellington	..	136	10	0
S. Brown (Limited), Wellington	..	150	0	0
A. and T. Burt (Limited), Wellington	..	311	12	6
Tolley and Son (Limited), Wellington	..	382	10	0

25 MILES WIRE, TWISTED PAIR, 1/22, VULCANIZED INDIA-RUBBER, INSULATED AND TAPED FOR POTHEAD WORK.

No tender accepted.

3 TONS WIRE, COPPER, ANNEALED, BINDING, 50 LB. PER MILE.

<i>Accepted.</i>		£	s.	d.
Richardson, McCabe, and Co. (Limited), Wellington	..	242	8	0
<i>Declined.</i>				
A. and T. Burt (Limited), Wellington	..	241	0	0
S. Brown (Limited), Wellington	..	243	0	0
H. A. Smith and Co. (Limited), Wellington	..	246	15	0
P. R. Baillie and Co., Wellington	..	248	11	0

*Branch of Friendly Society registered.*Friendly Societies Office,
Wellington, N.Z., 10th June, 1914.

THE Loyal Otautau Lodge, situated at Otautau, is registered as a branch of the Southland District of the Manchester Unity Independent Order of Odd Fellows Friendly Society, under the Friendly Societies Act, 1909, this 10th day of June, 1914.

ROBT. E. HAYES,
Registrar of Friendly Societies.*Branch of Friendly Society registered.*Friendly Societies Office,
Wellington, N.Z., 10th June, 1914.

THE St. John's Branch No. 602, situated at Eltham, is registered as a branch of the New Zealand District Hibernian Australasian Catholic Benefit Society Friendly Society, under the Friendly Societies Act, 1909, this 10th day of June, 1914.

ROBT. E. HAYES,
Registrar of Friendly Societies.*Result of Election of Trustees of a Drainage District.*Department of Internal Affairs,
Wellington, 12th June, 1914.

THE following result of the election of Trustees of the Whakaki Drainage District has been received from the Returning Officer, and is published in accordance with the provisions of the Land Drainage Act, 1908.

J. HISLOP,
Under-Secretary.*Whakaki Drainage District, County of Wairoa:*John Robert Gardiner.
William L. P. Hamlin.
Frank Harrison.
Godfrey F. Jardine.
Russell J. Joblin.
John Ross.
Tihi Whaanga.

CROWN LANDS NOTICES.

*Land in Taranaki Land District for Disposal under Section 14 of the Land Laws Amendment Act, 1912.*District Lands and Survey Office,
New Plymouth, 15th June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under section 14 of the Land Laws Amendment Act, 1912, on or after Thursday, the 24th September, 1914.

SCHEDULE.

TARANAKI LAND DISTRICT.—OMONA SURVEY DISTRICT.
SECTION 14, Block VII: Area, 132 acres.G. H. BULLARD,
Commissioner of Crown Lands.*Land in Southland Land District for Disposal under the Land Laws Amendment Act, 1912.*District Lands and Survey Office,
Invercargill, 15th June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of section 14 of the Land Laws Amendment Act, 1912, on and after Thursday, 24th September, 1914.

SCHEDULE.

SOUTHLAND LAND DISTRICT.—SOUTHLAND COUNTY.—WAIKAKA SURVEY DISTRICT.

SECTIONS 36 and 36A, Block VI: Area, 29 acres 1 rood 21 perches.

G. H. M. McCLURE,
Commissioner of Crown Lands.*Pastoral Run in Southland Land District for Lease by Public Auction.*District Lands and Survey Office,
Invercargill, 15th June, 1914.

NOTICE is hereby given that the undermentioned pastoral run will be offered for license by public auction at this office at 11 a.m. on Friday, the 24th July, 1914, under the provisions of the Land Act, 1908.

SCHEDULE.

SOUTHLAND LAND DISTRICT.—SOUTHLAND COUNTY.

Class B (Otago University Endowment).

SUBDIVISIONS A and B, being part of Section 132, Blocks III and IV, Forest Hill Hundred, and Section 5, Blocks VI and VII, Lindhurst Hundred. Area, 5,847 acres. Term, fourteen years from 1st April, 1915. Upset annual rental, £100. Possession will be given on 1st April, 1915.

The following provisional valuation of improvements is published for the information of intending purchasers, but must be taken as approximate only, as the final valuation has yet to be made: New dwellinghouse, shed, wool-shed, subdivisional and boundary fences, all valued at £800.

DESCRIPTION OF RUN.

The total area of the run is 5,847 acres, of which 1,150 acres are undrained swamp land abutting on the Hedgehope, College, and Titipua Streams; this is capable of improvement by draining; 1,050 acres are undulating, ploughable downs in tussock; and the balance of the area (some 3,647 acres) consists of gravelly downs in fern and stunted manuka.

There is ample access, but most of the streams are unbridged. The homestead is situated four miles from Hedgehope Railway-station, mostly by gravelled road.

Form of license may be perused and plans obtained at this office.

G. H. M. McCLURE,
Commissioner of Crown Lands.

Village Sections in the Hawke's Bay Land District for Sale by Public Auction.

District Lands and Survey Office,
Napier, 4th May, 1914.

NOTICE is hereby given that the undermentioned lands will be offered for sale by public auction at the local Lands and Survey Office, Gisborne, at 11 o'clock a.m. on Wednesday, the 24th day of June, 1914, under the provisions of the Land Act, 1908.

W. H. SKINNER,
Commissioner of Crown Lands.

Lands in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 1st June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 10th day of September, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—KARIOI SURVEY DISTRICT.—
WHAINGAROA PARISH.

Section 38A: Area, 8 acres.
Section 39A: Area, 10 acres 2 roods 20 perches.

H. M. SKEET,
Commissioner of Crown Lands.

Land in Douglas Settlement, Canterbury Land District, for Selection on Renewable Lease.

District Lands and Survey Office,
Christchurch, 25th May, 1914.

NOTICE is hereby given that the undermentioned land is open for selection on renewable lease under the provisions of the Land Act, 1908, and amendments, and the Land for Settlements Act, 1908; and applications will be received at this office up to 4 o'clock p.m. on Thursday, 23rd July, 1914.

SCHEDULE.

CANTERBURY LAND DISTRICT.—WAIMATE COUNTY.—
ELEPHANT HILL SURVEY DISTRICT.—DOUGLAS SETTLEMENT.

First-class Land.

SECTION 11, Block IV: Area, 5 acres; rent per acre per annum, 19s. 10d.; half-yearly rental, £2 9s. 6d. Weighted with £7 5s., valuation for fencing.

Section 15, Block IV: Area, 5 acres; rent per acre per annum, 19s. 10d.; half-yearly rental, £2 9s. 6d. Weighted with £10, valuation for fencing.

Good agricultural land. Situated about three miles from Waihao Downs Railway-station.

The improvements which go with the sections comprise: Section 11—5 chains boundary fencing, valued at £2 10s. Section 15—15 chains of boundary and subdivision fencing, valued at £7 10s.

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

C. R. POLLEN,
Commissioner of Crown Lands.

Lands in Nelson Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Nelson, 12th May, 1914.

NOTICE is hereby given that Section 22, Block XI, Tadmor Survey District, containing 22 acres, will be disposed of under the provisions of the Land Act, 1908, on or after Friday, the 14th day of August, 1914.

F. A. THOMPSON,
Commissioner of Crown Lands.

Land in Omapu Village, Nelson Land District, for Sale by Public Auction.

District Lands and Survey Office,
Nelson, 1st June, 1914.

NOTICE is hereby given that the undermentioned land will be offered for sale by public auction at the local Lands and Survey Office, Westport, at 2.30 o'clock p.m. on Friday, 24th July, 1914, under the provisions of the Land Act, 1908.

SCHEDULE.

NELSON LAND DISTRICT.—BULLER COUNTY.—OMAU VILLAGE.
Village Land.

SECTION 23: Area, 13 perches; upset price, £10. Weighted with £30, valuation for improvements which consist of a ware of four small rooms and some fencing and clearing.

A small flat section in the Village of Omapu, situated upon the main through street close to the railway-station at Cape Foulwind, about seven miles from Westport. There are sawmills in the neighbourhood, and also a quarry, and the place is a half-holiday and week-end resort.

TERMS OF SALE.

Valuation for improvements and one-fifth of the purchase-money to be paid on the fall of the hammer, and the balance, with Crown-grant fee (£1), within thirty days thereafter, otherwise the part of the purchase-money paid by way of deposit shall be forfeited, and the contract for the sale of the land be null and void.

Title will be subject to Part XIII of the Land Act, 1908.

Full particulars may be ascertained at this office, and at the local Lands and Survey Office, Westport.

F. A. THOMPSON,
Commissioner of Crown Lands.

Land in Nelson Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Nelson, 1st May, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 10th September, 1914.

SCHEDULE.

NELSON LAND DISTRICT.—HOPE SURVEY DISTRICT.
SECTION 13, Block I: Area, 200 acres.

F. A. THOMPSON,
Commissioner of Crown Lands.

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 2nd June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 10th day of September, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—COROMANDEL SURVEY DISTRICT.
BLOCK XV: Area, 400 acres.

H. M. SKEET,
Commissioner of Crown Lands.

Land in Wellington Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Wellington, 1st April, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 2nd July, 1914.

SCHEDULE.

WELLINGTON LAND DISTRICT.—TARARUA SURVEY DISTRICT.

Section.	Block.	Area.
41	X	A. R. P. 114 0 0

T. N. BRODRICK,
Commissioner of Crown Lands.

Education Reserves in Wellington Land District for Lease by Public Auction.

District Lands and Survey Office,
Wellington, 20th May, 1914.

NOTICE is hereby given that the undermentioned reserves will be offered for lease by public auction at the Courthouse, Masterton, at 2.30 o'clock p.m. on Tuesday, 30th June, 1914, under the provisions of the Education Reserves Act, 1908, and amendments, and the Public Bodies' Leases Act, 1908. Possession will be given on 1st July, 1914.

SCHEDULE.

WELLINGTON LAND DISTRICT.—MASTERTON COUNTY.

Term: Twenty-one Years.

SECTIONS 2 and 12, Block I, Waipoua Township: Area, 3 acres 2 roods 8 perches; upset annual rental, £10.

Lot 3 of Section 101, Block I, Otahoua Survey District, and Sections 2, 3, 5, 7, 8, 10, 12, 14, and 15, Block II, Waipoua Township: Area, 11 acres 1 rood; upset annual rental, £36.

Lot 4 of Section 101, Block I, Otahoua Survey District, and Sections 17, 19, 21, 23, and 25, Block II, Waipoua Township: Area, 14 acres 1 rood 30 perches; upset annual rental, £30.

Term: Two Years and Three Months.

Lot 5 of Section 101, Block I, Otahoua Survey District, and Sections 6 and 26, Block II, Waipoua Township: Area, 13 acres 1 rood 4 perches; upset annual rental, £23.

Lot 6 of Section 101, Block I, Otahoua Survey District: Area, 34 acres 3 roods; upset annual rental, £44.

Lot 7 of Section 101, Block I, Otahoua Survey District: Area, 17 acres; upset annual rental, £12.

These lots are situated within one mile from the Masterton Post-office. The access is from Queen Street by metalled road. The lots comprise flat and undulating land in grass, the soil being of a light or alluvial nature on a shingle formation. The improvements, which comprise grassing and fencing, are included in the capital values, and are valued as follow: Sections 2 and 12, £12; Lot 3 and Sections 2 to 15, £49 10s.; Lot 4 and Sections 17 to 25, £46; Lot 5 and Sections 6 and 26, £48; Lot 6, £93; Lot 7, £70.

ABSTRACT OF CONDITIONS OF LEASE.

1. A half-year's rent at the rate offered and lease and registration fees (£2 2s.) to be paid on the fall of the hammer.
2. Term of lease is as stated, without right of renewal.
3. No compensation shall be claimed by the lessee, nor shall any be allowed by the Crown, on account of any improvements effected by the lessee, nor for any other cause. In the event of the land being reoffered at the expiration or sooner determination of any lease, however, the incoming lessee to pay the value (to be handed over to the outgoing lessee) of the improvements effected with the consent of the Land Board. Failing disposal, the land and improvements to revert to the Crown without compensation.
4. Land Board to approve of improvements proposed.
5. No transfer or sublease allowed without the consent of the Land Board.
6. Interest at rate of 10 per cent. per annum to be paid on rent in arrears.

7. Buildings on land to be insured to their full insurable value.

8. Lease will be registered under the Land Transfer Act.

9. Lessee to pay all rates, taxes, and assessments.

10. Lessee to keep the land free from noxious weeds, rabbits, and vermin.

11. Lessee not to use or remove any gravel without the consent of the Land Board.

12. Lessee not to carry on any noxious, noisome, or offensive trade upon the land.

13. Lease is liable to forfeiture if conditions violated.

14. Lessee not to take more than three crops in succession, one of which must be a root crop; after the third crop the land to be left in pasture for at least three years; at least two-thirds of the area cropped to be left in pasture at the expiration of term. Penalty for breach, £5 per acre.

15. Lessee to maintain in good substantial repair all buildings, drains, and fences; to keep clear all creeks, drains, ditches, and watercourses; to trim all live hedges; and to yield up all improvements in good order and condition at the expiration of his lease.

16. Lessee to have no right to any minerals, all rights to which, together with rights of access for the purpose of working the same, are reserved by and on behalf of the Crown.

17. The right is reserved to the Crown to enter at all times on any of these allotments for the purpose of making surveys, constructing protective works, or for any other similar purposes.

Form of lease may be perused and full particulars obtained at this office.

T. N. BRODRICK,
Commissioner of Crown Lands.

Land in Hillersden Settlement, Marlborough Land District, for Selection on Renewable Lease.

District Lands and Survey Office,
Blenheim, 1st June, 1914.

NOTICE is hereby given, in pursuance of section 21 of the Land Laws Amendment Act, 1913, that the undermentioned land is open for selection on renewable lease under the provisions of the Land Act, 1908, and amendments, and the Land for Settlements Act, 1908; and applications will be received at this office up to 4 o'clock p.m. on Monday, 13th July, 1914.

Applicants will have to appear before the Land Board at the District Lands and Survey Office, Blenheim, at 11 o'clock a.m. on Tuesday, 14th July, 1914, to answer any questions that may be asked; but if any applicant so desires he may be examined by the Land Board of the land district in which he resides.

The ballot for the sections, if there is more than one applicant, will be held at the District Lands and Survey Office, Blenheim, at 2.30 o'clock p.m. on Tuesday, 14th July, 1914.

Preference will be given to landless applicants who have children dependent on them, or who have within the preceding two years applied for land at least twice unsuccessfully.

SCHEDULE.

MARLBOROUGH LAND DISTRICT.—MARLBOROUGH COUNTY.—MOUNT OLYMPUS AND SPRAY SURVEY DISTRICTS.—HILLERSDEN SETTLEMENT.

First- and Second-class Land.

SECTION 13, Block VI, Mount Olympus Survey District: Area, 272 acres; rent per acre per annum, 8s.

Section 13A, Block I, Spray Survey District, and Block XV, Mount Olympus Survey District: Area, 9,890 acres; rent per acre per annum, 11d.

Half-yearly rental, £285 19s. 6d. Payment for broken period from 14th July to 31st December, 1914, amounting to £267 19s. 1d., will also have to be paid.

Improvements that go with the sections consist of boundary and internal fencing valued at £446 15s. 0d.

Part of Hillersden Settlement, situated about thirty-five miles from Blenheim. Homestead Block: Section 13 consists of good even land, free of stone. The lower terrace is good silt ground, suitable for lucerne. The upper, or "Bounds" block (Section 13A) is very largely capable of grassing and substantial improvement. The lower and middle portion of 13A is really nice country, comprising good slopes and generally good sweet tussock country which, if well handled, could be turned to much account. Good tussock extends right to the top of range, excepting around the "Bounds" Peak, which is practically useless. The country lies well, generally facing west and north-west.

Form of lease may be perused and full particulars ascertained at this office.

H. G. PRICE,
Commissioner of Crown Lands.

Land in Otago Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Dunedin, 1st June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, 10th September, 1914.

SCHEDULE.

OTAGO LAND DISTRICT.—SOUTHLAND COUNTY.—TAUTUKU SURVEY DISTRICT.

SECTION 23, Block XII: Area, 172 acres 3 roods 27 perches.

R. T. SADD,
Commissioner of Crown Lands

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 16th March, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Monday, the 29th day of June, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—WHAOKATANE COUNTY.—WAIMANA PARISH.

SECTIONS 188 and 189: 100 acres 1 rood 39 perches.

H. M. SKEET
Commissioner of Crown Lands

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 16th March, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Monday, the 29th day of June, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—HOKIANGA COUNTY.—WAOKU SURVEY DISTRICT.

SECTION 41, Block IX: Area, 48 acres.

H. M. SKEET,
Commissioner of Crown Lands.

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 16th March, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Monday, the 29th day of June, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—HOBSON COUNTY.—TUTAMOE SURVEY DISTRICT.

SECTION 11A, Block XV: 6 acres.

H. M. SKEET,
Commissioner of Crown Lands

Land in Auckland District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 12th May, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under section 131 of the said Act on or after Friday, the 14th day of August, 1914.

SCHEDULE.

WAITOMO COUNTY.—ORAHIRI SURVEY DISTRICT.

SECTION 8A, Block IX: 39 acres.

H. M. SKEET,
Commissioner of Crown Lands.

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 12th May, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Friday, the 14th day of August, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—PIRONGIA SURVEY DISTRICT.

Section.	Block.	Area.		
		A.	R.	P.
10	X	47	0	0
5	XIII	50	0	0

H. M. SKEET,
Commissioner of Crown Lands.

Land in Auckland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Auckland, 8th June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 17th day of September, 1914.

SCHEDULE.

AUCKLAND LAND DISTRICT.—MAUNGAMANGERO SURVEY DISTRICT.

SECTIONS 31 and 32, Block VII: Area, 21 acres.

H. M. SKEET,
Commissioner of Crown Lands

Land in Southland Land District for Disposal under the Land Act, 1908.

District Lands and Survey Office,
Invercargill, 10th June, 1914.

NOTICE is hereby given, in pursuance of section 326 of the Land Act, 1908, that the undermentioned land will be disposed of under the provisions of the said Act on or after Thursday, the 17th day of September, 1914.

SCHEDULE.

SOUTHLAND LAND DISTRICT.—WALLACE COUNTY.—CENTRE HILL SURVEY DISTRICT.

SECTION 5, Block VIII: Area, 65 acres 2 roods 19 perches.

G. H. M. McCLURE,
Commissioner of Crown Lands.

Reserve in Canterbury Land District for Lease by Public Auction.

District Lands and Survey Office,
Christchurch, 8th June, 1914.

NOTICE is hereby given that the undermentioned land will be offered for lease by public auction at this office at 11 o'clock a.m. on Tuesday, the 14th July, 1914, under the provisions of the Public Reserves and Domains Act, 1908, and amendments.

SCHEDULE.

CANTERBURY LAND DISTRICT.—PIGEON BAY SURVEY DISTRICT.

RESERVE 60, Block II: Area, 478 acres; upset annual rental, £167 6s.; term of years, ten.

Situated near Godley Head, between Taylor's Mistake and Lyttelton Harbour. Open hill country ranging in elevation from sea-level to 804 ft., and carrying native and English grasses.

Terms and Conditions of Lease.

1. One half-year's rent, together with £1 1s. lease fee, to be paid on the fall of the hammer.
2. The lease shall be for the term stated, without right of renewal, and shall be subject to resumption by twelve months' notice in the event of the land being required by the Crown.
3. The lessee shall have no claim against the Crown for compensation, either on account of any improvements that may be placed upon the land, or on account of the aforesaid possible resumption, or for any other cause; but he may, on the expiration or sooner determination of the lease, remove any fences or buildings erected by him on the land, but not otherwise.
4. 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.
5. The lessee shall destroy all rabbits on the land, and he shall prevent their increase or spread to the satisfaction of the Commissioner of Crown Lands.
6. The lessee shall prevent the growth and spread of gorse, broom, and sweetbrier on the land comprised in the lease; and he shall with all reasonable despatch remove, or cause to be removed, all noxious weeds or plants as may be directed by the Commissioner of Crown Lands.
7. The lessee shall, once a year during the term of the lease, and at the proper season of the year, properly cut and trim all live fences now on the demised land, or which may be planted thereon during the said term.
8. The rent shall be payable half-yearly in advance, free from all deductions whatsoever.
9. The lease shall be liable to forfeiture in case the lessee fails to fulfil any of the conditions of the said lease within thirty days after the date on which the same ought to have been fulfilled.

Immediate possession will be given.

Full particulars may be ascertained at this office.

C. R. POLLEN,
Commissioner of Crown Lands.

Education Reserves in Nelson Land District for Lease by Public Auction.

District Lands and Survey Office,
Nelson, 9th June, 1914.

NOTICE is hereby given that the education reserves described in the First and Second Schedules hereto will be offered for lease by public auction at the local Lands and Survey Office, Westport, and at the District Lands and Survey Office, Nelson, respectively, at 11 o'clock a.m. on Friday, the 31st day of July, 1914, under the provisions of the Education Reserves Act, 1908, and amendments, and the Public Bodies' Leases Act, 1908.

SCHEDULES.

NELSON LAND DISTRICT.—EDUCATION RESERVES.

Section.	Block.	Area.	Upset Annual Rental.
FIRST SCHEDULE.			
<i>Town of Westport.</i>			
1 of 375	..	A. R. P. 0 0 20	£ s. d. 4 10 0
Weighted with £138 10s., valuation for improvements consisting of house, &c.			
2 of 375	..	0 0 20	4 0 0
Weighted with £155, valuation for improvements consisting of house, &c.			
662	..	0 1 0	3 0 0
Weighted with £100, valuation for improvements consisting of house, &c.			
Sections 1 of 375 and 2 of 375.—Situated at intersection of Romilly and Henley Streets, about half a mile from post-office and railway-station.			
Section 662.—Situated at intersection of Derby and Mill Streets, about three-quarters of a mile from post-office and railway-station.			

SECOND SCHEDULE.

Murchison County.—Matiri Survey District.

4	XV	253 0 0	8 10 0
Mostly steep hills, with small flats along the frontage. All birch bush; fair soil, well watered. Access from Murchison, three miles by coach-road and two miles and a half by pack-track.			

TERMS AND CONDITIONS OF LEASE.

1. A half-year's rent at rate offered, lease and registration fees (£2 2s.), and valuation for improvements (if any) to be paid on fall of hammer.

2. Term of lease, twenty-one years from date of sale, with perpetual right of renewal for further successive terms of twenty-one years.
3. Rent of renewal lease to be fixed by arbitration. If lessee does not desire new lease at end of any term, land to be leased by auction. The incoming lessee to pay the value of improvements, which is to be handed over to outgoing lessee, less any sums due to the Crown.
4. No transfer or sublease allowed without the consent of the Land Board.
5. Lessee to cultivate and improve land, and keep it clear of weeds. Creeks, drains, and watercourses to be kept open.
6. Interest at the rate of 10 per cent. per annum to be paid on rent in arrears.
7. Buildings on land to be kept in good order, repair, and condition.
8. No gravel to be removed from the land without consent of the Land Board.
9. Lessee will not carry on any offensive trade.
10. Consent of Land Board to be obtained before making improvements.
11. Lessee to pay all rates, taxes, and assessments.
12. Lease is liable to forfeiture if conditions are violated.

Full particulars may be ascertained and plans obtained at this office and at the local Lands and Survey Office, Westport.

F. A. THOMPSON,
Commissioner of Crown Lands.

Reserve in Nelson Land District for Lease by Public Auction.

District Lands and Survey Office,
Nelson, 8th June, 1914.

NOTICE is hereby given that the undermentioned reserve will be offered for lease by public auction at this office at 11 o'clock a.m. on Friday, 31st July, 1914, under the provisions of the Public Reserves and Domains Act, 1908, and amendments.

SCHEDULE.

NELSON LAND DISTRICT.—MURCHISON COUNTY.—MARUIA SURVEY DISTRICT.

SECTION 11, Block IV: Area, 63 acres 1 rood 14 perches; upset annual rental, £2; term of years, twenty-one.

Occupies a commanding position near the confluence of the Maruia and Buller Rivers, eight miles from Murchison by main Murchison—Maruia Valley Road. Undulating and hilly land, covered with standing bush which fires have been through. Has a fair soil and is well watered.

Terms and Conditions of Lease.

1. One half-year's rent, together with £1 1s. lease fee, to be paid on the fall of the hammer.
2. No declaration is required. Residence and improvements are not compulsory. No compensation shall be claimed by the lessee, nor shall any be allowed by the Government, on account of any improvements effected by the lessee, or for any other cause.
3. The rent shall be payable half-yearly in advance.
4. All rates, taxes, charges, and assessments whatsoever to be paid by the lessee.
5. The lessee shall have no right to sublet, transfer, or otherwise dispose of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.
6. The lessee shall have the right to use the land comprised in the lease for grazing purposes only.
7. The section shall always be available for the accommodation of travelling stock at a charge per night not exceeding for sheep, 1d. each for the first hundred, and ½d. each all over that number; for calves up to twelve months old, 3d. each; for cattle 6d. each, and for horses 1s. each.
8. The lessee shall prevent the growth and spread of gorse, broom, and sweetbrier on the land comprised in the lease; and he shall with all reasonable despatch remove, or cause to be removed, all noxious weeds or plants as may be directed by the Commissioner of Crown Lands.
9. The lessee shall destroy all rabbits on the land; and he shall prevent their increase or spread to the satisfaction of the Commissioner of Crown Lands.
10. The lease shall be liable to forfeiture in case the lessee fails to fulfil any of the conditions of the said lease within thirty days after the date on which the same ought to have been fulfilled.

Full particulars may be ascertained at this office.

F. A. THOMPSON,
Commissioner of Crown Lands.

NATIVE LAND COURT NOTICES.

Sitting of the Native Land Court at Te Kuiti.

Registrar's Office, Auckland, 10th June, 1914.

NOTICE is hereby given that a sitting of the Native Land Court will be held at Te Kuiti on the 7th day of July, 1914, to hear and determine the matters mentioned in the Schedule hereunder written in respect of which applications have been received by the Registrar, and all such other matters as may be lawfully brought before it.

[Auckland, 1914-25.]

E. P. EARLE,
Registrar.

SCHEDULE.

APPLICATIONS FOR PARTITIONS.

No.	Name of Applicant.	Name of Land.
5	Merata (Broadfoot and Finlay)	Awaroa A 2H.
6	Puhi Tamainu	" A 5.
7	Puaha Hira (F. Phillips)	" A 8.
8	Korokino Tau Matangi	" A 10A.
9	Wharunga te Kare (F. Phillips)	Hauturu East B 2, Section 2B 5.
10	Richard Ormsby (Broadfoot and Finlay)	" E 2 No. 3.
11	Hikihiki Tutunui and others	Hauturu West 2, Section 2B.
12	Kanganui Manukokako	" 2, " 3A.
13	Iti Rangitawa	" 2B.
14	Kara Ngairo	" 2B 4.
15	Muraahi Niketi	Kahuwera B 2, Section 7.
16	Wharangi Tana	Kaipiha 10.
17	Raureti te Huia	Kakepuku 1D 2B.
18	Piupiu te Wherowhero (A. F. Howarth)	" 1H 2B.
19	Wiri Herangi	" 2C 3.
20	Raureti te Huia	" 2D.
21	Hakaraia Waiwera	" 4C.
22	Tukere Hone te Anga	" 9B 2D.
23	Hone te Anga (Endean and Holloway)	" 9B 2D.
24	William Boswell Whiting McAdam (Earl, Kent, and Howarth)	" 9B 2D.
25	Tata te Aomarama (A. F. Howarth)	" 9B 8, Section 2.
26	Kanganui Manukokako	Kauri 2G.
27	Emi Hori (A. F. Howarth)	Kinohaku East 1A 3E 2.
28	President, Waikato Maori Land Board	" 1B 2B.
29	Hohepa Tamati	" 1F 13B.
30	Whare Hotu	" 1F 23A.
31	Ngahau Whariki	" 1F 23P.
32	Hori Rangihapainga	" 2.
33	Riri Moerua and others	" 3A 2B (Tokitoki).
34	Paapu Matetoto	" 3A 2B.
35	Gabriel Elliott	" (Ngarara) 5B 4.
36	John Charles Davis (Broadfoot and Finlay)	Kinohaku West 1A 1B 6.
37	Te Whakamau te Whata	" 1A 1B 6.
38	Paapu Matetoto	" 12C 1B.
39	Eliot King (Broadfoot and Finlay)	" F 1B 2A.
40	Te Rangikatukua Tohiariki	" F 1B 2A.
41	Eliot King (Broadfoot and Finlay)	" F 1B 2B West 2.
42	Mahuri Tawhana	Kuiti 2B 1A 2.
43	Ripeka Ngatai Ruihi (A. F. Howarth)	" 2B 3A.
44	Heke Manukura (A. F. Howarth)	Kumi 12B 2B.
45	Te Aka Pairama (Broadfoot and Finlay)	Mahoenui 2, Section 5B 1.
46	George Baker (A. F. Howarth)	" 2, " 5B 1.
47	Mere Eketone (Broadfoot and Finlay)	" 2 No. 8B 2.
48	Ketetahi Tapuha	Mangaawakino 8B.
49	Peti te Taiki and others	Mangamahoe D.
50	Taehuri Puketoa	Mangarapa 4B 2B 3.
51	Kawenui	Mangawhero 2A 3B.
52	A. and R. A. Symes (T. G. Hosking)	" 2C.
53	Kawenui Herewini	" 3B.
54	Koroheke Rangihaea	Marokopa 2.
55	Kawerau Tamatauke (A. F. Howarth)	" 2C.
56	Percy William Bell (A. F. Howarth)	" 5D 3.
57	Waeroa Matena and others	Mohoaonui.
58	Hari Hemara	"
59	Annie S. Hardy (Broadfoot and Finlay)	Mokau-Mohakatino 1C 2.
60	Paretahi Ngamihi and Tame Raihania	Ohura South B 2B (Pukehou).
61	Wiri te Waihana (J. F. Strang)	" G 3.
62	Te Awhitu te Waihana	" G 3.
63	Te Kira Marukai	" G 4 1A 4L.
64	Pokihi Parehuitao	" G 4L 2B 3B.
65	Rangiawhio Katarino (J. F. Strang)	" M 2A.
66	Te Parau Tirawanu	" N 2 (Pongatani).
67	Rangiawhio Katarina (J. F. Strang)	" N 2D 2.
68	Ripeka te Manu	Orahiri 1, Section 11.
69	"	" 1, " 29.
70	Matire Omipi (G. Finlay)	" 2, " 1B 3.
71	Peti Taiki	" 8B.

APPLICATIONS FOR PARTITIONS—continued.

No.	Name of Applicant.	Name of Land.
72	Rowland Philip Hui (F. Phillips)	Otorohanga P 2, Section 1D.
73	Taneti te Kaaho (A. F. Howarth)	" P 2, " 1D 1.
74	Pare Kerei and Matire Omipi.	" P 2, " 2.
75	Powhiri Tauhou	Ouruwhero 3C 2B.
76	Hubert Malcolm McAdam (Earl, Kent, and Howarth)	" 3G 8.
77	"	" 3G 9.
78	Te Hoko Tapeka	" 3X.
79	Manu Hakopa	Pehitawa 2B.
80	Nuitone Moerua and others (H. Hine)	" 2B 5.
81	Moerua Natanahira	" 2B 5.
82	Wetere Taumaihi	Pukenui 1B 8.
83	Whakataerangi Paterangi	" 2C 3.
84	Raita Matengaro (Broadfoot and Finlay)	" 2D 7B (roads).
85	Henare Matengaro Ruihi (A. F. Howarth)	" 2D 7B 6c.
86	Ripeka Ngatai (Mrs. Ball)	" 2T.
87	Teriu Manawaiti (Broadfoot and Finlay)	" 2W.
88	Maharakore Rangiatea	" 3.
89	Poto Huiao and others	Pukeroa-Hangatiki 2C.
90	Tuara te Whata	" 2C 1c.
91	Maanu Mahuki (F. Phillips)	" 2C 4A.
92	Te Riri Moerua	" 4B 3.
93	"	" 4B 4.
94	Te Nakahi te Hau and others (Garnet Arrowsmith)	" 4C 2D 1.
95	Hakato te Hau (A. F. Howarth)	" 4C 2D 1.
96	Huri te Tahapukeroa	" 4C 3B.
97	Noke Tuara	" 4C 3C 1.
98	Tuke Hikurangi and others	" 4D 2D.
99	Kaea te Ahurewa (Broadfoot and Finlay)	" 4D 2D 5.
100	Kaea te Ahurewa	" 4D 2D 5.
101	Moerua te Riri	" 5B.
102	Richard Ormsby (T. G. Hosking)	Puketarata 4G 2D 2B 2B.
103	Wiki Tohengaroa	Pukeuha.
104	Wharekura Paeua	Rangitoto A 15H.
105	Waetapu te Paeua	" A 15H.
106	Miniana Mita and others (Rhodes and Hampson)	" A 20.
107	Rutera Karena and others	" A 23.
108	Mihiata Ngahinu (J. F. Strang)	Rangitoto-Tuhua 21B 2A 2.
109	Henare Aurere	" 27A.
110	Te Riri Moerua (T. G. Hosking)	" 23B 2c.
111	Leonard Turner Wright (F. Phillips)	" 29C 2C 1.
112	Herena Hekenui	" 29C 2C 1.
113	Waiata Tewi	" 29C 2C 1.
114	Tera Ruruwhenua	" 32 (Tirake).
115	Hona Tuheao	" 32B 2.
116	Whakararu Ngahuri (Earl, Kent, and Howarth)	" 33B 3.
117	Te Whakararu Ngahuri	" 33B 3.
118	Taiamai te Ra (A. F. Howarth)	" 33C.
119	Huarori Kiriwhero (Broadfoot, Finlay, and Phillips)	" 33C 3B.
120	Kingi te Omeka	" 36A 1.
121	F. I. Jordan (Broadfoot and Finlay)	" 36B 3B.
122	Ivy Florence Jordan (Broadfoot and Finlay)	" 36B 3B.
123	F. I. Jordan (Broadfoot and Finlay)	" 36B 3C.
124	Ivy Florence Jordan (Broadfoot and Finlay)	" 36B 3C.
125	Dorothy Caroline Broadfoot (Broadfoot and Finlay)	" 38C 1B.
126	"	" 38C 2A.
127	"	" 38C 2B.
128	"	" 38C 2C.
129	Walter James Broadfoot	" 38C 3A.
130	Dorothy Caroline Broadfoot (Broadfoot and Finlay)	" 38C 4B.
131	"	" 38C 4C.
132	Ngahaka te Hakiri	" 52B 1.
133	Ngahua Tawhana and others (Garnet Arrowsmith)	" 54E.
134	Te Rakaupai te Akau and others	" 60.
135	Alice Margaret Johnston (P. E. Baldwin)	" 66E.
136	Taumoana te Rangiatea and others	" 67 No. 4.
137	Te Pouaka Waikohika	" 68D (Puketutu).
138	Tutahanga te Wano (Broadfoot and Finlay)	" 68F 4.
139	Paretekora Poutama	" 68M 2.
140	Waiterere Hoani (T. G. Hosking)	" 74B 6E.
141	Hohepa Petera (Broadfoot and Finlay)	" 77B 1A.
142	James McGrath (A. F. Howarth)	" 77K.
143	Hira te Akau and Ngahiwi te Wakatoroa	" 78.
144	Makahuri Hikaurua	Taharoa A 6D.
145	Makereti Hinewai	Tokanui 1A 2.
146	Waiuku te Huia	" 1B 2B.
147	William Mooney (Broadfoot and Finlay)	Waimiha Township, Block II, Lots 9-15.
148	Hinureina Enoka and Katipa Reihana	Waiwhakaata 3E 4E.
149	Tamaho Rangiohu (Broadfoot, Finlay, and Phillips)	Whakairoiro 1.
150	Andrew Orakau Kay (Earl, Kent, and Howarth)	Wharepungunga 9C 1B.
151	Tunoho Paraone	" 12B.
152	"	" 18.
153	Maria Hoponi (T. G. Hosking)	Wharereina.

APPLICATIONS UNDER SECTION 121 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.
154	Rangiamohia Piripi, Rangitotohu Piripi, and Puke Hua (Oliphant and Oliphant)	Awaroa A 3b.
155	Paretekawa Aranui and others	Hauturu East B 2, Section 2E, Sections 2, 3, and 4.
156	Te Kama Totorewa and others	Mangarapa 4, Sections 2B, 1A, and 1c.
157	Chief Surveyor, Auckland	Moerangi 1 and 3.
158	Tema Pouwhare	" 3.
159	President, Waikato Maori Land Board	Mohakatino-Parinihi 1c West.
160	Terehu Pohoi	Ohura South A 3E.
161	Kina Hariata (F. Strang)	" A 3E 2c 3B 2.
162	Wati Rawiri and Mamae Rawiri (Broadfoot and Finlay)	Pukenui 1B 7, Section 8.
163	Noke Tuara and others	Pukeroa-Hangatiki 4c 3c 1.
164	Rangitahi Putangaroa	Puketarata 2D 4.
165	Heni te Purangi and Mere te Purangi (F. Phillips)	Rangitoto A 7A and 7B.
166	Miriama Kahukarewao and others	Rangitoto-Tuhua 2 (Pukuweka).
167	Kahutopuni Waata	" 78B 2
167A	The Chief Surveyor Auckland	Pukeroa-Hangatiki 4c 1, 4c 3A, 4c 3c, Sections 1 to 4.

APPLICATIONS FOR ROAD ACCESS.

No.	Name of Applicant.	Name of Land.
168	George Whitcombe	Awaroa A 7, A 8, and A 3B.
169	John Douglas Coleman and Ellina Miller (Broadfoot and Finlay)	Hikurangi and Tapuaehounuku.
170	Chief Surveyor, Auckland	Marokopa 2.
171	" New Plymouth	Mokau-Mohakatino 1c 2.
172	Robert Gordon (Broadfoot and Finlay)	Rangitoto A 66B 1.
173	Elizabeth Morgan and Thyra Mabel Baker (N. P. Wyatt)	Rangitoto-Tuhua 24c 1 and Tahaia B 2c.
174	Eriksson and MacDonald (H. Hine)	" 64B 3.
175	A. F. Howarth	" 76B 5.
176	Lucianda Henrietta Wilson and others (Broadfoot and Finlay)	Tapui B and Paetourawaru.
177	Chief Surveyor, New Plymouth	Umukaimata 3B 1 and Mokau-Mahakatino 1E 2A.
178	Watikena Herewini (G. H. Metcalfe)	Whareraureka and Tahaia 2B and 2A.
178A	Rauputu Tumokemoke	Karuotewhenua B 5, Section 2.

APPLICATIONS FOR EXCHANGES.

No	Name of Applicant.	Name of Land proposed to be exchanged.
179	Wiri te Waihanae	Ohura South G 3.
	Rangiawhio Katarina	" M 2A.
180	Whareaitu te Waihanae	" M 2D 1.
	Wiri te Waihanae	" C 2, Section 2.
	Wiri te Waihanae	" N 2D 2.
181	Tapaka te Waihanae	" M 2D 2.

APPLICATIONS FOR SURVEY CHARGING ORDERS AND FOR DEFINED PORTIONS OF LAND IN LIQUIDATION OF SURVEY FEES.

No.	Name of Applicant.	Name of Land.	Date from which Interest is calculated.	Amount.
182	A. W. Cheal	Awaroa A 2	23 March, 1912	£ s. d. 33 4 3
183	"	" A 11A	23 " 1912	7 0 5
		Hauturu East B 2 2E 1	28 October, 1913	75 13 0
184	Chief Surveyor, Auckland	" B 2 2E 2	28 " 1913	21 17 3
		" B 2 2E 3	28 " 1913	21 12 9
		" B 2 2E 4	28 " 1913	49 17 6
185	A. W. Cheal	" 1E 5C 2B 4	22 June, 1909	10 16 11
186	"	Kakepuku 2, Section 2	15 July, 1910	16 3 7
187	"	" 5B 2	16 January, 1911	11 19 4
188	"	" 9B 3	8 December, 1909	3 14 9
189	Chief Surveyor, Auckland	Kinohaku East 1A 2C 1	8 December, 1913	2 16 2
		" 1A 2C 2	8 " 1913	2 16 2
		" 2, Section 28B 16A 1	26 January, 1914	4 11 3
190	"	" 2, Section 28B 16A 2	26 " 1914	4 16 3
		Kinohaku West 11B 2B 1	3 November, 1913	10 7 9
191	"	" 11B 2B 2	3 " 1913	23 10 7
		" 11B 2B 3	3 " 1913	18 12 1
		" 11B 2B 4	3 " 1913	17 5 5

APPLICATIONS FOR SURVEY CHARGING ORDERS AND FOR DEFINED PORTIONS OF LAND IN LIQUIDATION OF SURVEY FEES—continued

No.	Name of Applicant.	Name of Land.	Date from which Interest is calculated.	Amount.
192	Chief Surveyor, Taranaki ..	Mahoenui 3B 4B ..	14 October, 1913 ..	£ s. d. 12 17 11
193	„ „ Auckland ..	Mangawhero 1B 1 ..	27 January, 1913 ..	2 1 1
194	„ „ „ ..	Mohoaonui (Wharereina) ..	6 „ 1913 ..	12 15 6
195	R. C. Jordan ..	Ohura South A 3d ..	1 June, 1910 ..	5 5 0
196	„ „ ..	„ „ A 3E ..	1 „ 1910 ..	101 6 10
197	„ „ ..	„ „ A 3E ..	1 January, 1913 ..	5 2 11
198	Chief Surveyor, Auckland ..	„ „ D 5D 4 ..	28 August, 1913 ..	9 14 11
199	R. C. Jordan ..	„ „ N 2A ..	1 June, 1910 ..	9 10 3
200	Chief Surveyor, Taranaki ..	„ „ N 2D 2 ..	11 November, 1913 ..	6 4 10
		Otorohanga F 2A ..	20 September, 1913 ..	6 19 10
201	„ „ Auckland ..	„ „ F 2B ..	20 „ 1913 ..	6 9 11
		„ „ F 2C ..	20 „ 1913 ..	3 16 5
		„ „ F 2D ..	20 „ 1913 ..	9 8 1
		Pehitawa No. 2B 1A ..	27 June, 1913 ..	13 13 3
		„ „ No. 2B B ..	27 „ 1913 ..	15 7 6
		„ „ No. 2B 2 ..	27 „ 1913 ..	25 2 7
		„ „ No. 2B 3A ..	27 „ 1913 ..	2 10 11
		„ „ No. 2B 3B 1 ..	27 „ 1913 ..	7 7 1
		„ „ No. 2B 3B 2A ..	27 „ 1913 ..	6 1 5
		„ „ No. 2B 3B 2B ..	27 „ 1913 ..	41 4 4
202	„ „ ..	„ „ No. 2B 4A ..	27 „ 1913 ..	4 19 4
		„ „ No. 2B 4B ..	27 „ 1913 ..	12 1 10
		„ „ No. 2B 4C ..	27 „ 1913 ..	15 14 3
		„ „ No. 2B 5 ..	27 „ 1913 ..	43 15 6
		„ „ No. 2B 6 ..	27 „ 1913 ..	18 6 10
		„ „ No. 2B 7 ..	27 „ 1913 ..	7 17 6
		„ „ No. 2B 8 ..	27 „ 1913 ..	10 0 10
		„ „ No. 2B 9 ..	27 „ 1913 ..	2 2 6
		„ „ No. 2B 10 ..	27 „ 1913 ..	7 0 1
		Pukeroa-Hangatiki 4c 1 ..	7 November, 1913 ..	5 13 5
203	„ „ ..	„ „ 4c 3A ..	7 „ 1913 ..	21 19 4
		„ „ 4c 3C 1 ..	7 „ 1913 ..	12 16 0
		„ „ 4c 3C 2 ..	7 „ 1913 ..	10 11 2
		„ „ 4c 3C 3 ..	7 „ 1913 ..	7 4 0
		„ „ 4c 3C 4 ..	7 „ 1913 ..	6 0 5
204	A. W. Cheal ..	Puketarata 2D 5B 1 ..	31 January, 1910 ..	15 5 1
205	J. W. Harrison ..	Rangitoto A 63B ..	29 November, 1909 ..	2 0 8
206	A. W. Cheal ..	„ „ A 64 ..	29 December, 1909 ..	5 6 0
207	P. Chambers ..	Rangitoto-Tuhua 3G 5 ..	11 „ 1911 ..	40 17 2
208	Chief Surveyor, Auckland ..	„ „ 15 ..	28 January, 1914 ..	3 3 0
209	„ „ ..	„ „ 24C 1 ..	16 December, 1913 ..	8 19 5
		„ „ 24C 2 ..	16 „ 1913 ..	13 10 3
210	„ „ Taranaki ..	„ „ 25 1A 2 ..	12 March, 1913 ..	37 0 0
211	„ „ ..	„ „ 25 1B 2 ..	12 „ 1913 ..	99 18 9
212	„ „ Auckland ..	„ „ 28B 2B ..	9 October, 1913 ..	18 19 6
213	„ „ ..	„ „ 28B 2C ..	9 „ 1913 ..	23 6 2
214	„ „ ..	„ „ 29C 2H 1 ..	16 February, 1914 ..	9 15 8
		„ „ 29C 2G ..	19 March, 1914 ..	1 1 0
215	„ „ ..	„ „ 29C 2H ..	19 „ 1914 ..	1 1 0
216	„ „ ..	„ „ 52D 2 ..	22 August, 1913 ..	14 2 5
217	„ „ Taranaki ..	„ „ 57A 2C ..	15 July, 1913 ..	17 10 2
218	„ „ ..	„ „ 57A 2D ..	15 „ 1913 ..	37 18 4
219	„ „ ..	„ „ 57A 2F ..	15 „ 1913 ..	16 3 5
220	„ „ ..	„ „ 57A 2G ..	15 „ 1913 ..	11 5 10
221	„ „ ..	„ „ 57A 2J ..	15 „ 1913 ..	8 9 10
222	„ „ ..	„ „ 57A 2K ..	15 „ 1913 ..	24 13 8
223	„ „ ..	„ „ 57A 2L ..	15 „ 1913 ..	9 9 11
224	„ „ ..	„ „ 57B 2 ..	15 „ 1913 ..	38 11 3
225	„ „ ..	„ „ 61F 3A ..	15 „ 1913 ..	23 15 6
		„ „ 61O 2B 3 ..	17 January, 1913 ..	5 15 4
226	„ „ ..	„ „ 61O 2B 2 ..	5 September, 1912 ..	6 16 0
227	„ „ ..	„ „ 77G ..	15 June, 1912 ..	2 12 6
228	R. C. Jordan ..	„ „ 77N ..	1 January, 1911 ..	15 12 4
229	Chief Surveyor, Auckland ..	Tahaja B 2A ..	10 December, 1913 ..	17 6 3
		„ „ B 2C ..	10 „ 1913 ..	18 0 4
230	„ „ ..	Takotokoraha 3A 2 ..	15 February, 1913 ..	38 1 10

APPLICATION FOR ADOPTION.

No.	Applicant	Name of Child.	Names of Parents of Child.
231	Piata te Huruhuru ..	Amiria Gotty ..	George Gotty and Rihhi Gotty.

MATTER REFERRED BACK TO THE NATIVE LAND COURT BY THE APPELLATE COURT.

No.	Name of Land.	Nature of Matter for Adjudication.
232	Ouruwhero 3E, Section 4B, and other blocks...	For rehearing of cases in which orders were made appointing successors to Atama te Rako, deceased.

APPLICATION UNDER SECTION 2 OF THE NATIVE LAND CLAIMS ADJUSTMENT ACT, 1913.

No.	Name of Applicant.	Name of Land.	Nature of Application.
233	Chief Judge of the Native Land Court	Pokuru 3A	For inquiry and report by the Native Land Court <i>re</i> a road through a burial-ground on this block.

APPLICATIONS FOR ASSESSMENT OF COMPENSATION FOR LAND TAKEN UNDER THE PUBLIC WORKS ACT, 1908.

No.	Name of Applicant.	Name of Land.	Area taken.	Purpose for which taken.
234	Waitomo County Council (Broadfoot and Finlay)	Kaingapipi 9	A. R. P. 1 0 12	A public road.
235	Under-Secretary, Public Works Department	Kumi 10	1 0 34.5	A public road.
		" 12	2 1 37	
		" 12	0 0 0.6	
		" 12	0 1 6.5	
		" 12	0 0 4.9	
		" 12	0 1 36.8	
236	Ditto	Marokopa 4	128 0 24	Scenic purposes.
		237 Waitomo County Council (Broadfoot and Finlay)	Pukenui 2a .. ..		0 2 21
238	The Hon. Minister of Railways (J. A. Tole, Crown solicitor)	" 2m] .. ..	.. ..	This is an application to assess the amount of compensation payable to the European lessee or lessees on account of land taken for railway purposes.
239	Waitomo County Council (Broadfoot and Finlay)	Rangitoto-Tuhua 64	4 3 37	..
240	The Minister of Railways	Rangitoto-Tuhua 68F .. ..	.. ..	For railway purposes.
		" 68G .. ..	.. ..
		Kopaki Road .. ..	.. ..

APPLICATION UNDER SECTION 29 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.	Nature of Application.
241	Mokena Patupatu (T. G. Hosking)	Rangitoto-Tuhua 75B	For an order directing the Public Trustee to pay to the applicant moneys held by him on behalf of Erana Mokena and Rangiherehere Mokena.

242 Notice is hereby given that the plans of the undermentioned blocks will be exhibited at this sitting of the Court for public inspection:—

- Pukeroa-Hangatiki 2c 1, 2, and 3, 4A, 4B 1 and 4B 2. (Plan No. 8484).
- Kinohaku East No. 2, Section 28B. (Plan No. 3921).
- Pukeroa-Hangatiki 4c 1, Nos. 3A and 3c, Sections 1 and 4. (Plan No. 9122).
- Wharereina Mahoa.

APPLICATIONS FOR REHEARINGS.

No.	Name of Applicant.	Name of Land.	Decision in respect of which Application is made.
243	Rewatu Hiriako	Aorangi B 2	Decision, dated 6th April, 1914, partitioning the said land.
244	Hiri Wetere Kereti	Mangawhero 3B	Decision cancelling certain partition orders made in respect of this block.
245	The Pukuweka Sawmill Company (Limited), (Earl, Kent, and Howarth)	Rangitoto-Tuhua 2	Ditto.

APPLICATION FOR PROBATE.

No.	Name of Applicant.	Name of Deceased.
246	Te Whakaranu Ngahuri	Kohitu Rangihurahura.

APPLICATIONS FOR LETTERS OF ADMINISTRATION IN PERSONAL ESTATES.

No.	Name of Applicant.	Name of Deceased.
247	Kahutopuni Waata (Broadfoot and Finlay)	Herena Tangahoe.
248	Piko Kerei	Marohau Toheroa (Ngakoti).
249	Te Ika	Ngaikiha.
250	Tai te Ratima (Earl, Kent, and Howarth)	Ratima Pekamu.

Sitting of the Native Land Court at Raetihi.

Registrar's Office, Aotea District, Wanganui, 15th June, 1914.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Raetihi on the 2nd day of July, 1914, or as soon thereafter as the business of the Court will allow.

[Wanganui, 1914-11.]

A. H. MACKAY,
Registrar.

SCHEDULE.

APPLICATIONS FOR PARTITIONS.

No.	Name of Applicant.	Name of Land.
1	T. A. Harris (for Whakaepa Maria)	Ngapakihi No. 2B.
2	Tukaiora te Pikikotuku	" "
3	Ruma Peti and others	Raetihi No. 5B 3.
4	Rua Taurerewa and others	Waimarino No. 3A.
5	Pihopa Hipirini	" No. A 21.
6	Poumua Mokena	" No. 3M.
7	Matehaere Mangumangu	" No. 3L.
8	Pita te Rakeiwaho	" A 10.
9	Makatea te Oro	" 3N No. 1.
10	I. A. Harris (for Oiroa te Peke)	Whakaihuhua C No. 1.

APPLICATION FOR APPOINTMENT OF NEW TRUSTEE.

No.	Name of Applicant.	Name of Land.	Name of Minor.
11	K. Haerehuka (for Perata Maikuku)	Raetihi No. 2B 3C	Raukawa Perata.

APPLICATION PURSUANT TO SECTION 2 OF THE NATIVE LAND CLAIMS ADJUSTMENT ACT, 1913.

No.	Name of Applicant.	Name of Land.	Nature of Application.
12	Jackson Palmer, Chief Judge	Raetihi 2B No. 3	Referring to the Native Land Court for inquiry and report the petition (No. 34 of 1913) of Ripeka te Peehi praying for a rehearing <i>re</i> succession to interest of Te Waitaruna te Opetini, deceased.

APPLICATION UNDER SECTION 232 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.	Nature of Application.
13	Paroto Whakaheirangi	Ngapakihi	Applying for piece of land reserved near kainga for burial purposes.

APPLICATION UNDER SECTION 121 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.	Nature of Application.
14	Potatau Rangiwaiata and others	Ngapakihi No. 1	Applying for cancellation of partition orders.

APPLICATION UNDER PART VI OF THE NATIVE LAND ACT, 1909, FOR EXCHANGE.

No.	Name of Applicant.	Name of Land.
15	Tuatini te Waiho, Te Waaka Mache, and others	Waimarino A No. 1, Waharangi 4, Waharangi 2, Raetihi No. 4, Ngaporo, Taku, Waharangi No. 6, Raetihi No. 2.

Sitting of the Native Land Court at Hastings.

Ikaroa District Native Land Court, Wellington, 10th June, 1914.

NOTICE is hereby given that a sitting of the Native Land Court will be held at Hastings on the 23rd day of June, 1914, to hear and determine the matter mentioned in the Schedule hereunder written, in respect of which applications have been received by the Registrar, and all such other matters as may be lawfully brought before it.

At the conclusion of local business the Court will adjourn to Dannevirke.

[Wellington, 1914-15.]

L. A. TEUTENBERG,
Registrar.

SCHEDULE.

APPLICATIONS FOR PARTITIONS.

No.	Name of Applicant.	Name of Land.
ADJOURNED APPLICATIONS.		
1	Tuahine Renata (by his solicitor, D. Scannell)	Te Apiti No. 2D.
2	"	" No. 2E.
3	Mere Kirita and others (by their solicitor, D. Scannell)	Te Aute No. 4A.
4	Hera te Rori (by their solicitor, D. Scannell)	Te Awaoteatua No. 2.
5	Te Aohau Mita	Arapawanui.
6	Waka Puna	Awatotara.
7	John Holden, jun., and others (by their solicitors, Carlile, McLean, Scannell, and Wood)	Eparaima H.
8	Ditto	" West.
9	Rihi te Awa and others (by their solicitor, T. W. Lewis)	Heru-o-tureia.
10	Raniera te Huango, trustee for Te Rangi Hone (by his solicitor, T. W. Lewis)	Hikutoto South No. 1.
11	Apiata Tanirau	Te Haroto.
12	Akongā Mohi (by his solicitors, Carlile, McLean, Scannell, and Wood)	Kakiraawa 2B No. 2o.
13	Horomona Koko (by his solicitor, D. Scannell)	" 2B No. 2U.
14	Wikitoria Anaru and others	Kaimotumotu North.
15	Horomona Koko (by his solicitors, Carlile, McLean, Scannell, and Wood)	Kakiraawa 2B No. 2N.
16	Rihi te Awa (by her solicitor, T. W. Lewis)	Te Kuta.
17	Iriapa Aranui and others	"
18	Rewi Tutu Taiwhanga and another	Kuta.
19	Mere Kirita and others (Carlile, McLean, Scannell, and Wood)	Koparakore.
20	Paora Whatuiwaho	Moteo.
21	Pirihira Tatere	Mangatainoka 1BC 2B.
22	Hirani Ahitana (by her solicitors, Sainsbury, Logan, and Williams)	Mangaorapa No. 1.
23	John Holden, jun., and others (by their solicitors, Carlile, McLean, Scannell, and Wood)	" No. 2.
24	Wiremu te Aomarama (Carlile, McLean, Scannell, and Wood)	Mahanga North.
25	Morehu te Hira and another (by their solicitor, T. W. Lewis)	Matahiwi No. 1.
26	Wiremu te Aomarama (Carlile, McLean, Scannell, and Wood)	Mahanga South.
27	Amia Whanako and others	Manawatu No. 3.
28	Miraka Ratima (Carlile, McLean, Scannell, and Wood)	Mangamaire B No. 1.
29	"	" B No. 15.
30	Hikawera Akuhata and others (Carlile, McLean, Scannell, and Wood)	Matahiwi No. 3.
31	Wiremu Ponatahuri	Ngapaeruru 7F No. 2B.
32	Warena Hunia and others (Carlile, McLean, Scannell, and Wood)	Ngatarawa 2E No. 5.
33	Noho Apirana and others (by their solicitor, D. Scannell)	" 2C No. 1.
34	John T. Blake and another (by their solicitor, D. Scannell)	" 2E No. 2.
35	Mahanga Kaiwhata (Cotterill and Humphries)	Omahu No. 2B.
36	Paerikiriki Otene (D. Scannell)	" 3CB No. 1.
37	Warihia Ihukino and another (by their solicitor, T. W. Lewis)	Omahaki A.
38	Hare Hohepa (by his solicitors, Carlile, McLean, Scannell, and Wood)	Omahu 1B No. 2.
39	Mary Groome (by her solicitor, T. W. Lewis)	Otarata No. 2F.
40	Rehu Matini	Otawhao A No. 4, Subdivisions 4 and 5.
41	Thomas George Prescott	" A No. 10.
42	Totaea Paraone and others (by their solicitor, D. Scannell)	Otuarumia B 6A No. 5B.
43	Noho Apirana and others (by their solicitor, D. Scannell)	" C No. 2A.
44	Hami Whakahou (by his solicitor, E. J. W. Hallett)	" B 6A, Section 4.
45	Hoani Ratima	Otawhao A No. 9.
46	Teo Hanita	" A No. 4, Sub. 2.
47	Tipene Matua	Porangahau 2B No. 9.
48	Tarati Paturere (E. J. W. Hallett)	Pukemapou B.
49	Amiria Nepe and another (by their solicitors, Carlile, McLean, Scannell, and Wood)	Porangahau 1A No. 3A.
50	John Holden, jun., and others (by their solicitors, Carlile, McLean, Scannell, and Wood)	" No. 2A.
51	Ditto	" No. 2B.
52	Tangatake Hapuku (by his solicitor, T. W. Lewis)	Poukawa No. 5.
53	Te Aohau Mita	Purahotanghia.
54	Ahitana Topi and others (by their solicitor, D. Scannell)	Patangata No. 1.
55	"	" No. 4.
56	Te Wira te Aomarama (by her solicitors, Carlile, McLean, Scannell, and Wood)	Pekapeka No. 2B.
57	Ditto	Poukawa No. 7.
58	Tangatake Hapuku	Pukerowhitu No. 1.
59	Urupene Puhara (by his solicitor, D. Scannell)	" No. 2.
60	"	" No. 2.
61	Whakatangi Wiremu (Paku and Rapaea)	Porangahau 1B No. 4L.
62	Maata te Heipora and others (Carlile, McLean, Scannell, and Wood)	" No. 2B.
63	Nepe Apirana	Rakautatahi No. 1C.
64	Te Whatu Renata	Rotoakiwi No. 2.
65	Kau Nepe (E. J. W. Hallett)	Rakautatahi 1B No. 2.
66	"	" No. 1E.
67	"	" No. 1G.

APPLICATIONS FOR PARTITIONS—*continued.*

No.	Name of Applicant.	Name of Land.
ADJOURNED APPLICATIONS— <i>continued.</i>		
68	Arapera Panapa (T. W. Lewis)	Rakautatahi No. 5B.
69	Tamahine Tangitangi and others (by their solicitor, D. Scannell)	Raukawa No. 2.
70	Urupene Puhara (by his solicitor, T. W. Lewis)	Te Rohitu.
71	Rangi Manaena (Carlile, McLean, Scannell, and Wood)	Rotopounamu 1c No. 1.
72	Katerina Pikihiua (by her solicitor, H. F. Norris)	Rakautatahi No. 1c.
73	Raniera Erihana (for Mepera Maku Erihana)	Raukawa No. 2B.
74	Tinikirangi Tunuiarangi	Rotopounamu 1c No. 4.
75	W. G. Hunter	Tahoraiti 2A No. 13B.
76	Wirihana Keremeta and others (by their solicitor, P. B. Fitzherbert)	„ 2A No. 10.
77	Temana Tawhai and others	„ No. 2K.
78	Ahitana Topi and others (by their solicitor, D. Scannell)	Tapairu No. 4.
79	Kau Nepe (E. J. W. Hallett)	Tapairu.
80	Kaninamu Hona and others	Waikopiro 2B No. 2A.
81	Morehu Raina (by her solicitor, D. Scannell)	Waipuka 2G No. 4.
82	Urupene Puhara and others (by their solicitor, D. Scannell)	Waitapu.
83	Ngawaka Peraniko and others (by their solicitors, Cotterill and Humphries)	Wharerangi No. 7.
84	Meri Kirita	Whakawiringa.
85	Tareha Kingi (by his solicitors, Carlile, McLean, Scannell, and Wood)	„
86	Rangi Parahi	Whenuakura No. 8.
87	„	„ Nos. 8 and 11.
88	Wiremu Ponatahuri and others	Whakawiringa No. 2.
89	Miriamia Peraniko (by her solicitors, Carlile, McLean, Scannell, and Wood)	Wharerangi No. 7.
90	Paraire Henare Tomoana (by his solicitors, Carlile, McLean, Scannell, and Wood)	„ No. 8.
NEW APPLICATIONS.		
91	Tipene Matua (E. J. W. Hallett)	Mangaorapa No. 2.
92	Norman Moore White (Carlile, McLean, Scannell, and Wood)	Waitapu.
93	Morehu Turoa (Carlile, McLean, Scannell, and Wood)	Kairakau No. 2.
94	Paerikiriki Otene (T. W. Lewis)	Karamu A.
95	Takurua te Kuru (T. W. Lewis)	Puninga No. 4B.
96	Emma Jane Glazebrook (Carlile, McLean, Scannell, and Wood)	Ngatarawa 2E No. 5.
97	Tarati Eria	Pekapeka No. 2A, Section 2.
98	„	„ No. 2A, „ 1.
99	Ani te Hoata (Cotterill and Humphries)	Omahu 1B No. 3B.
100	Rukarei Tamarakai (Cotterill and Humphries)	„ 1B No. 3.
101	Kataraina Hokomata	Kakiraawa No. 2.
102	Tangatake Hapuku (Carlile, McLean, Scannell, and Wood)	Whakawiringa.
103	Rakira Karaka	Ohiti-Waitio No. 2B.
104	„	„ No. 4B.
105	Tuahine Renata (A. L. D. Fraser)	Kairakau No. 2.
106	Hare Reupena (E. J. W. Hallett)	Patangata 4A 6.

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Record No.	Nature of Application.	Date.	Name of Land.	Names of Parties.
258	1914/35	Transfer ..	15 and 16 January, 1914	Longwood District, Block II, Section 71	Charles Hunter and others to John Louis Printz (MacDonald and Tipping).
259	1914/36	„ ..	18 January, 1914 ..	Longwood District, Block II, Section 72	Charles Hunter to John Louis Printz (MacDonald and Tipping).

APPLICATIONS UNDER SECTION 49 OF THE NATIVE LAND ADJUSTMENT ACT, 1913.

No.	Name of Applicant.	Name of Land.	Nature of Application.
260	G. P. Donnelly and others (T. W. Lewis)	Omahu No. 3, No. 4A, and No. 3C	For a road-line over Omahu Nos. 1 and 4A so as to afford access to the said lands.
261	Paerikiriki Otene (T. W. Lewis)	Omahu 3CB No. 1 ..	For a road-line over Omahu No. 2 so as to afford access to the said land.

APPLICATIONS FOR LETTERS OF ADMINISTRATION.

No.	Name of Applicant.	Name of Deceased.
262	Taranaki te Ua ..	Wiki te Umairangi.
263	Mepera Maku Erihana ..	Hapuku te Nahu.
264	Horiane Nepe ..	Nepe Apatu.
265	Taiha Puna ..	Honianne Puna.

APPLICATIONS FOR PROBATE.

No.	Name of Applicant.	Name of Deceased.
266	Pirihira Nireaha (D. Scannell)	Haora te Taters.
267	Kerehama Kerepeti and David Fidelis Scannell	Maata te Heipora.
268	William Thomas Prentice	Ahitana Nopera.
269	Hoani Ratima	Urupeni Puhara.

APPLICATION UNDER SECTION 121 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.	Nature of Application.
270	Ria Mohi and others (T. W. Lewis)	Omahu 4C, Sections 2 and 3	To cancel partition orders, and repartition these two sections.

APPLICATIONS FOR ORDERS OF ADOPTION.

No.	Name of Applicant.	Names of Parents.	Name of Adopted Child.
271	Wiremu Huatahi Pomare and Morehu Raina	Tuehe Pomare and Tapita Pomare	Otene Pomare.
272	Morehu Raina	Hore Ratima	Hipera.
273	Tiu Heretaunga and Ruihi Pahi	Ngamoa and Whakarongo	Waikari Ratima.

APPLICATIONS UNDER SECTION 12 OF THE NATIVE LAND AMENDMENT ACT, 1912.

No.	Name of Applicant.	Name of Land.	Nature of Application.
274	Morehu Raina	Waikopiro No. 2B	That the Court lay out a road-line over the said subdivisions so as to afford access to a public road.
275	Wiremu Poratahuri (by his agent, E. R. Broughton)	Porangahau 2B Nos. 8, 11, and 13	That the Court lay out a road-line over the said Section 13 along the river-bank boundary of the said Sections 8 and 11 so as to give access to the main public road to the occupants of the said Section 13.
276	Maud Airini Tiakitai La Morte (T. W. Lewis)	Waipuka 2G No. 3	That the Court lay out a road-line or create a private right-of-way over part of the said block to afford access to a public road.

APPLICATION UNDER SECTION 10 OF THE NATIVE LAND AMENDMENT ACT, 1912.

No.	Name of Applicant.	Name of Land.	Nature of Application.
277	Tipene Matua	Porangahau No. 2	For the Court to order that a road be laid out to give access to the papakainga.

APPLICATIONS FOR EXCHANGES OF LAND.

No.	Name of Applicant.	Name of Land.
278	{ Manahi Paewai	Tahoraiti No. 1k.
	{ Aperata Paewai	Tiratu.
279	{ Hawira Tamihana	Tahoraiti 1G, Section 4 (part).
	{ Tuta Tamihana	1G, " 5 "
280	{ Mere Kirita	Whakawiringa (part).
	{ William Kinross White	Eastbourne Street, Lot 21, Hastings.

APPLICATION UNDER SECTION 317 OF THE NATIVE LAND ACT, 1909.

No.	Name of Applicant.	Name of Land.	Nature of Application.
281	Hoera Rapaea (by his agent, C. R. Parata)	Kairakau No. 2	Application under section 317 of the Native Land Act, 1909, for an order of incorporation.

APPLICATIONS FOR SURVEY CHARGING ORDERS.

No.	Name of Applicant.	Name of Land.	Amount.
			£ s. d.
282	Chief Surveyor	Ngatarawa 2E No. 2A	7 10 11
		" 2E No. 2B	15 1 10
283	"	Patangata 1E, Subdivision 1	17 18 10
		" 1E, " 2	4 9 8
		" 1E, " 3	17 18 9
284	"	Patangata 1H, Section 1	9 17 4
		" 1H, " 2	7 6 4
285	"	Porangahau 1B 1B, Section 1	5 18 1
		" 1B 1B, " 2	18 17 11
286	"	Pourere Rahui	3 13 0
287	"	Rakautatahi No. 1G, Subdivision 1	26 7 9
		" No. 1G, " 2	16 7 10
		" No. 1G, " 3	14 0 5
288	"	Tahoraiti No. 2A, Section 17A	5 18 4
		" No. 2A, " 17B	2 11 9
289	"	Whareangi 6B No. 4A	3 11 7
		" 6B No. 4B	10 19 2
290	"	" 8B No. 1	1 10 6
		" 8B No. 2	13 18 2
291	Rochfort and Son, Surveyors, Napier	Patangata 4A, Section 6	10 0 0
292	Chief Surveyor	" 4B 1	1 4 6
		" 4B 2	3 13 10
		" 4B 3	2 9 2
		" 4B 4	9 16 6
		Rotopounamu 1B 1	6 2 10
		" 1B 2	6 5 1
		" 1B 3	6 11 7
293	"	" 1B 4	6 8 1
		" 1C 1	5 1 1
		" 1C 2	5 1 1
		" 1C 3	4 2 0
		" 1C 4	1 9 6
		Otawhao A 3, Section 64A	2 2 10
		" A 3, " 64B	3 0 2
		" A 3, " 64C	1 0 9
		" A 3, " 64D	0 11 0
294	"	" A 3, " 64E	0 17 8
		" A 3, " 64F	4 7 11
		" A 3, " 64G	1 17 10
		" A 3, " 64H	3 17 7
		" A 3, " 64J	10 1 3
		Rakautatahi 1B 1A	1 10 5
295	"	" 1B 1B	4 10 3
		" 1C 1C	7 10 4
		" 1B 1D	19 11 0
		Waoku 2A	1 14 1
		" 2B	5 2 3
296	"	" 2C	13 12 8
		" 2D	5 2 3
		" 2E	5 2 3
		Tahoraiti 1A No. 1	5 16 11
		" 1A No. 2	4 11 4
297	"	" 1A No. 3	11 3 1
		" 1A No. 4	4 12 4
		" 1A No. 5	1 18 4
		" 1A No. 6	1 6 6
		" 1G 1	16 15 2
298	"	" 1G 2	5 19 10
		" 1G 3	6 0 3
		" 1G 4	6 3 10
		" 1G 5	13 6 8
		Pekapeka 2A No. 1	7 8 3
299	"	" 2A No. 2	15 9 11
		" 2A No. 3	5 16 0
		" 2A No. 4	17 2 2
		" 2A No. 5	0 1 6
		Omahu 4A	53 13 6
		" 4C 1	0 7 8
		" 4C 2	1 15 8
		" 4C 3	4 13 8
		" 4C 4	4 8 7
		" 4C 5	4 8 7
300	"	" 4C 6	1 13 0
		" 4C 7	4 15 6
		" 4C 8	4 15 6
		" 4C 9	4 15 6
		" 4C 10	4 16 9
		" 4C 11	5 4 4
		" 4C 12	4 6 11
		" 4C 13	12 10 10
		Papaaruhe 41 No. 1	2 15 0
301	"	" 41 No. 2	3 14 3
		" 41 No. 3	4 13 5
		" 41 No. 4	3 14 3
		" 41 No. 5	3 14 3

APPLICATIONS FOR SURVEY CHARGING ORDERS—continued.

No.	Name of Applicant.	Name of Land.	Amount.		
			£	s.	d.
302	Chief Surveyor	Pukehomoamo B	26	9	1
		" C	21	7	10
		" F	42	3	8
303	"	Patangata 4A 5A	18	5	0
		" 4A 5B	5	18	6
		" 4A 5C	5	19	7
		" 4A 5D	5	19	9
		" 4A 5E	7	10	6
		" 4A 5F	6	13	2
304	Chief Surveyor, Napier	" 4A 5G	2	4	3
		Te Aute 3A No. 1	1	15	3
		" 3A No. 2	1	15	6
		" 3A No. 3	3	11	0
		" 3D No. 1	7	4	0
		" 3D No. 2	1	5	4
		" 3D No. 3	7	1	7
		" 3D No. 4	7	12	8
		" 3D No. 5	0	14	3
		" 3E No. 1	15	0	6
		" 3E No. 2	3	10	8
		305	"	Otarata No. 2, Section A	22	15	2
" 2B, Section 1	3			8	5
" 2B, " 2	3			8	6
" 2B, " 3	6			16	7
" No. 2C	7			19	4
" No. 2D	2			18	3
" No. 2E	1			16	5
" No. 2F	18			14	2
" No. 2G	6			12	7
" 2H, Section 1	1			15	7
" 2H, " 2	3			2	3
" 2H, " 3	2			3	10
306	"			" 2H, " 4	0	9	10
		" 2H, " 5	0	9	10
307	"	" 2H, " 6	0	9	10
		" 2H, " 7	0	9	10
308	"	Omahu 2c No. 1	5	11	0
		" 2c No. 2	13	6	0
309	"	Rotoakiwa No. 1	2	11	2
		" No. 2A	7	12	11
310	"	" No. 2B	8	5	2
		Waipuka 3B 1A No. 1	5	8	2
		" 3B 1A No. 2	5	9	0
		" 3B 1A No. 3	2	3	0
311	"	" 3B 1A No. 4	15	9	4
		Omahu 1B No. 1A	1	1	10
312	"	" 1B No. 1B	7	15	9
		Karamu D No. 1	2	9	11
313	"	" D No. 2	7	4	11
		Omahu 3C B No. 1	17	16	11
314	"	" 3C B No. 2	7	3	4
		" 3C B No. 3	16	19	4
		" 3C B No. 4	2	19	10
		" 3C B No. 5	5	3	1
		" 3C B No. 6	15	6	10
		" 3C B No. 7	28	19	7
		" 4A, Section 1	13	12	5
315	"	" 4A, " 2	10	18	5
		" 3D, Section 2A	12	14	5
316	"	" 3D, " 2B	10	15	1
		" 3D, " 1	12	4	6
317	"	" 3D, " 2	40	8	8
		Kaitoke 2K No. 1	2	2	9
318	"	" 2K No. 2	11	8	0
		" 2K No. 3	9	6	6
319	"	Tahoraiti 2A, Section 24A	4	19	2
		" 2A, " 24B	5	13	5
320	"	Waiohiki 1C No. 2A	6	19	7
		" 1C No. 2B	13	7	5
321	"	" 1C, Section 1	5	9	3
		" 1C, " 2	26	12	9
322	"	Oringi-Wai-Aruhe 1B, Section 1	41	14	5
		" " 1B, " 2	41	14	2
		" " 1B, " 3	10	18	3
		" " 1B, " 4	72	9	5
323	"	Te Whare-a-te-Atepuru, Section A	2	8	10
		" " " B	8	0	5
324	"	Whawhatirua A, Section 1A	3	0	5
		" " A, " 1B	2	16	4
		" " A, " 1C	9	14	9
		" " A, " 1D	7	1	5

APPLICATIONS FOR APPOINTMENT OF TRUSTEES.

No.	Name of Applicant.	Name of Land.	Name of Minor.
322	David Scannell and another (by their solicitors, Carlisle, McLean, Scannell, and Wood)	Porangahau No. 2B ..	John Wi te Ota Wellwood and Ralph Holden Wellwood.
323	John Holden and another (by their solicitors, Carlisle, McLean, Scannell, and Wood)	Waikopiro B No. 2 ..	Ralph Holden Wellwood and John Wi te Ota Wellwood.
324	Ditto	" B No. 3	Ditto.
325	"	" B No. 4	"
326	"	" B No. 5	Te Rangi Pareihe, Kui Hapuku, and Taurua Hapuku.
327	Angela Elizabeth Simson	Te Kauru Karaitiana ..	Whakakoro A No. 2A.

APPLICATIONS FOR APPOINTMENT OF NEW TRUSTEES.

No.	Name of Applicant.	Name of Land.	Name of Minor.	Name of Present Trustee.
328	Otene Kuku Karaitiana	Te Oreore No. 3A ..	Maukuuku Kingi, Tamawhati Kingi, Tamati Kingi, Peeti Kingi, Miki Kingi, Mane Kingi, and Hinekiringi Kingi	Waimatao Kingi.
329	"	Ahaura No. 3	Ditto	"
330	"	" No. 14B	"	"
331	"	Waipoua No. 47	"	"
332	"	Otawhao A 3 No. 49 ..	"	"

APPLICATIONS FOR ORDERS OF THE COURT DIRECTING THE PUBLIC TRUSTEE TO PAY OUT CERTAIN MONEYS HELD BY HIM.

No.	Name of Applicant.	Name of Land.	Nature of Application.
333	Wi Kingi te Tau (E. R. Broughton, agent)	Mangamaire B 6 and B 16	Under section 29 of the Native Land Act, 1909, for an order directing the Public Trustee to pay to him the sum of £433 17s. 1d. as trustee for Mihi Dorothy Hinepare te Tau.
334	Te Rangikapurohu	Porangahau 1A 3B No. 2 ..	Under section 29 of the Native Land Act, 1909, for an order directing the Public Trustee to pay to the applicant the sum of £111 2s. 3d.
335	Taha Otene (T. W. Lewis) ..	Omahu 3C B No. 1	An application for an order directing the Ikaroa District Maori Land Board to pay him the sum of £250.

APPLICATIONS UNDER SECTION 17 OF THE NATIVE LAND AMENDMENT ACT, 1913.

No.	Name of Applicant.	Nature of Application.
336	Tuahine Renata (A. L. D. Fraser)	Applying to the Court for recommendation for the issue of an Order in Council declaring the applicant a European.
337	Charles Hamlin (D. Scannell)	Ditto.
338	John Thomas Blake (D. Scannell)	"

Sitting of the Native Land Court at Gisborne.

Registrar's Office, Gisborne, 13th June, 1914.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be heard by the Native Land Court sitting at Gisborne on the 2nd day of July, 1914, or as soon thereafter as the business of the Court will allow.

[Gisborne, 1914-24.]

HAROLD CARR,
Registrar.

SCHEDULE.

APPLICATION FOR EXCHANGE.

No.	Name of Applicant.	Name of Land.
657	{ Pango Rangi Heni Rangi Watarawi Rangi	{ Mangaheia 2A 2 and 2A 3. Mangatokerau 1c. Mangatokerau 1c, Kourateuwhi 1d. Kourateuwhi 2D 2 and Wharekaka E.

APPLICATION FOR PROBATE.

No.	Name of Applicant.	Name of Deceased.
658	Ria Nihoniho	Tuta Nihoniho.

APPLICATION FOR PARTITION.

No.	Name of Applicant.	Name of Land.
659	Marara Riki	Puninga No. 5.

MAORI LAND ADMINISTRATION NOTICES.

Meeting of the Waikato-Maniapoto District Maori Land Board.

Auckland, 12th June, 1914.

NOTICE is hereby given that a sitting of the Waikato-Maniapoto District Maori Land Board will be held at Auckland on Monday, the 29th day of June, 1914, at 2 o'clock in the afternoon, for the purpose of considering the matters mentioned in the Schedule hereunder written, and such other matters as may be lawfully brought before it.

It is hereby notified, for the general information of parties, that, unless reason is shown to the contrary, the Board will dismiss, on the ground of non-prosecution, any of the applications hereinafter referred to as "Adjourned Applications" which are not brought on for consideration at the meeting.

A. G. HOLLAND,
President.

SCHEDULE.

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Record No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	6311	Sale ..	4 April, 1911 ..	Pukenui No. 2D No. 3G ..	Te Kaharoa Tawbana to R. J. and P. Cotter.
2	6392	Conveyance ..	2 June, 1914 ..	Whangape, Lot 42 ..	Pure te Wheoro to George Craw.
3	6448	" ..	" ..	Karaka 64 (Whakatapa) ..	Henare Kaibau to Ernest George Ellett.
4	6450	Transfer ..	" ..	Putataka, Lot 20 ..	Parani to John Crichton.
5	6451	" ..	" ..	" Lot 13 ..	Hohua Ruihana to John Crichton.
6	6452	" ..	" ..	" No. 12 ..	Ani te Putu to John Crichton.
7	6453	" ..	" ..	Karaka-Taupo A No. 3 ..	Te Wehi Piabana and others to J. J. Craig (Limited).

APPLICATIONS TO SUMMON MEETINGS OF OWNERS UNDER PART XVIII OF THE NATIVE LAND ACT, 1909.

No.	Record No.	Name of Land.	Nature of Proposed Alienation.
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ADJOURNED APPLICATIONS.

8	3824	Kinohaku West No. 11B, Section 2A	Sale to James Scott and John Shaw for the sum of £2 per acre.
9	3998	Kawhia E No. 2	Lease to J. K. Newton for fifty years at an annual rental of 1s. 6d. per acre.
10	4173	Pukeroa-Hangatiki No. 5B ..	Sale to Daniel Long for the sum of £1 per acre.
11	4183	Wharepuhanga No. 18 ..	(a.) Sale to William Ashwin for the sum of 15s. per acre. (b.) Lease to William Ashwin for the term of forty-two years at an annual rental of 9d. per acre during the first twenty-one years, and 1s. 6d. per acre during the remainder of the term.
12	4374	Rangitoto-Tuhua 38B, Section 2 ..	Lease of 1,231 acres to W. C. Anderson for term of forty-two years at a rental of 2s. per acre per annum for first twenty-one years, 4s. per acre per annum for twenty-one years. Lease of 1,231 acres to Cecil Trevithick on same terms as above.
13	4381	Rangitoto A No. 27B	Sale to Alexander John Sutherland for the sum of £1 12s. per acre.
14	4470	Rangitoto-Tuhua No. 54D ..	Lease to Gladys Wyatt for a term of forty-two years at a rental of 1s. 3d. per acre for the first twenty-one years, and 2s. 6d. per acre for next twenty-one years.
15	4771	Mahoenui No. 2, Section 5 ..	Lease to Hana Eketone for a term of forty-two years at a rental of 5 per cent. on Government valuation for first twenty-one years, and 10 per cent. on Government valuation for next twenty-one years.
16	4788	Wharepuhanga No. 18	Sale to the Crown at Government valuation.
17	4842	Te Pahi Block	(i.) Lease to William Stephen Phillips for a term of twenty-five years at an annual rental of £30 per annum, with right of renewal for further twenty-five years at an annual rental of 5 per cent. on Government valuation. (ii.) Sale to William Stephen Phillips for the sum of £2 per acre.

APPLICATIONS TO SUMMON MEETINGS OF OWNERS UNDER PART XVIII OF THE NATIVE LAND ACT, 1909—*continued.*

No.	Record No.	Name of Land.	Nature of Proposed Alienation.
<i>ADJOURNED APPLICATIONS—continued.</i>			
18	4843	Manuaitu No. 1B	(i.) Lease to James H. Phillips for a term of twenty-one years at an annual rental of 2s. per acre, with right of renewal for further twenty-one years at a rental of 5 per cent. on Government valuation.
19	4885	Taumatatotara No. 4B	(ii.) Sale to James H. Phillips for the sum of £2 per acre. Sale to Mahuta Tawhiao at the Government valuation.
20	5107	Rangitoto-Tuhua 38B No. 2	Lease to Kenneth John Ballance McCardle for a term of forty-two years at a rental of 1s. 6d. per acre per annum for the first twenty-one years, 3s. per acre per annum for the last twenty-one years.
21	5108	Wharepuhunga No. 18	Lease of 3,000 acres of the said land to Ernest McKinder for a term of forty-two years at a rental of 1s. per acre per annum for twenty-one years, 2s. per acre per annum for the last twenty-one years. Lease of 3,000 acres of the said land to John McKinder upon the same terms. Lease of balance of block to Patrick John O'Sullivan upon the same terms.
22	5109	„ No. 9c No. 2B	Sale of the said land to Frank Yates Lethbridge for the sum of 30s. per acre.
23	5110	Piha No. 2, Section 3	Lease to Laura Marie Ormsby for the term of forty-two years at a rental of 1s. 6d. per acre per annum for twenty-one years, and 3s. per acre per annum for next twenty-one years.
24	5136	Wharepuhunga No. 18	Sale to Thursday Pekamu for the sum of 25s. per acre.
25	5397	Tokanui 1B, Section 2B No. 3	Lease to Sydney Turner for a term of forty-two years at a rental of 3s. per acre per annum for the first twenty-one years, and 6s. per acre for the last twenty-one years.
26	5417	Wharepuhunga No. 18	(1.) Sale of a portion of the land not exceeding 3,000 acres to John Herbert Thomson for a sum of £1 5s. per acre. (2.) Sale of a portion of the land not exceeding 2,500 acres to David Christopher Ingam for the sum of £1 5s. per acre. (3.) Sale of a portion of the land, not exceeding 3,000 acres to William Percival Levy for the sum of £1 5s. per acre.
<i>NEW APPLICATIONS.</i>			
27	5598	Rangitoto-Tuhua 67B 4	(1.) Lease of 500 acres of said block to Mary Alice Tuck at a rental of 1s. 6d. per acre per annum. (2.) Sale of timber on said 500 acres to Mary Alice Tuck for the sum of £250.
28	5627	Mangawhero No. 2B 2	Sale to William Ewings for the sum of £2 per acre.
29	5630	Rangitoto-Tuhua 35I, Section 3B No. 2	Lease to Annie Jacobson for a term of fifty years at a rental of 1s. per acre for first twenty-five years; 2s. per acre for last twenty-five years.
30	5697	Piha 1B No. 3B	Sale to Walter Alexander Lee for the sum of £2 10s. per acre.
31	5733	Marakopa No. 4E	Sale to James Groves Speedy for the sum of £1 5s. per acre.
32	5789	Rangitoto-Tuhua 29c No. 2H No. 2	Lease of 880 acres of the block to William Robinson at an annual rental of 2s. per acre for fourteen years, 4s. per acre for fourteen years, and 6s. per acre for fourteen years.
33	5792	Rangitoto-Tuhua 29c No. 2H, Section 2	Lease to Frederick Byron Darrow for a term of forty-two years at a rental of not less than 2s. per acre for the first fourteen years, not less than 4s. per acre for the next fourteen years, and 6s. per acre for the last fourteen years.
34	5873	Rangitoto A No. 45B	Sale to David Callaghan for the sum of £1 7s. 6d. per acre.
35	5909	„ A No. 21A, Section 2B	Sale to C. W. M. Swainson and W. H. Swainson for the sum of £1 2s. 6d. per acre.
36	5915	Rangitoto-Tuhua No. 80B, Section 1c	(1.) Lease 1,000 acres to Alexander Dunlop McCardle for a term of forty-two years at a rental of not less than 1s. per acre per annum for first twenty-one years, and 2s. per acre per annum for last twenty-one years. (2.) Lease 1,000 acres to A. D. McCardle. Same terms. (3.) Lease 1,000 acres to Caroline Gertrude Thompson. Same terms. (4.) Lease 1,237 acres to C. G. Thompson. Same terms.
37	5926	„ 31E No. 2B	Sale to Alexander Farmer for the sum of £2 per acre.
38	5927	Maraetaua 5D, Section 1	Sale to A. E. Wright and H. M. McColl for the sum of £2 per acre.
39	6390	Rangitoto-Tuhua No. 21B, Section 2A 1	Lease to Charles Evans Bennett for forty-two years at an annual rental of 1s. 6d. per acre for the first twenty-one years, and 3s. per acre for next twenty-one years.
40	6391	Pukenui No. 2D No. 3G	Sale to Richard Joseph Cotter and Patrick Cotter for the sum of £14 per acre.
41	6398	Tokanui No. 1A	Sale to William Goodison for the sum of £3 per acre.
42	6433	Mangawhero No. 3B 2	Sale to Kite Paiaka for the sum of £5 per acre.
43	6447	Kaikahu 1B, Section 2A	Sale to James Handley, jun., at Government valuation.
44	6460	Maioro	(a.) Sale to Augustus Christie for the sum of £1,250. (b.) Lease to Augustus Christie for a term of fifty years at an annual rental of £62 10s., with compensation for improvements.
45	6293	„	Sale to Henry Grundy and Reuben Conner for the sum of £8 per acre.
46	6463	Manurewa 30B	Sale to Thomas Sands for the sum of £190.
47	6475	Opuatia, Lot 2	Sale to Alfred William Webb for the sum of £4 per acre.
48	6476	Makumaku No. 5B	(a.) Sale to Charles McLiesh for the sum of £7 per acre. (b.) Lease to Charles McLiesh for a term of forty-two years at an annual rental of 7s. per acre, with compensation for improvements.
49	6484	Rangitoto-Tuhua 61J, Section 5	Lease to Colin Pullman for a term of forty-two years at an annual rental of 1s. 6d. per acre for the first seven years, 2s. per acre during the next seven years, 3s. per acre during the next seven years, and 4s. per acre during the remainder of term.

Meeting of the Tokerau Maori Land Board.

Auckland, 11th June, 1914.

NOTICE is hereby given that a sitting of the Tokerau Maori Land Board will be held at Auckland on Monday, the 29th day of June, 1914, at 10.30 o'clock in the forenoon, for the purpose of considering the matters mentioned in the Schedule hereunder written, and such other matters as may be lawfully brought before it.

T. H. WILSON,
President.

[Tokerau 2.]

SCHEDULE.

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS.

No.	Record No.	Nature of Alienation.	Date.	Name of Land.	Names of Parties.
1	1549	Transfer ..	20 May, 1914 ..	Taraire No. 2A ..	Rahera Komene to John J. Lindvart.
2	1550	" ..	21 .., 1914 ..	Whakarapa No. 24 ..	Pakihi Peita to George Johnston.
3	1551	" ..	7 April, 1914 ..	Poutu 2E 6B (part) ..	Reihana Kena to C. Newman.
4	1552	" ..	27 May, 1914 ..	Maungakawakawa 5E ..	Rukipi Tari and another to Francis Turnbull Glasgow and John O'Brien.
5	1553	" ..	26 .., 1914 ..	" 13G No. 1 ..	Ngawati Reihana to Samuel Leonard Bramley Hirst.
6	1555	" ..	22 .., 1914 ..	Nukuroa 1F, Section 3 ..	Te Tatana Hemana and another to Eva Mabel Eddowes.
7	1556	" ..	17 March, 1914 ..	Kaitara 2E ..	Makareta Kerei and others to Francis Richard Linnell.
8	1558	Conveyance ..	" ..	" 2E ..	Native owners to F. R. Linnell.
9	1559	Transfer ..	29 May, 1914 ..	Onemaroke B No. 1 ..	Tuhingaia and Waiheke te Hawiti to Mate Alach.
10	1560	Lease ..	27 .., 1914 ..	Punakitere 4W ..	Native owners to Florence M. Laing.
11	1561	Transfer ..	29 .., 1914 ..	Onemaroke A ..	Kingi Hohua and Pene Tuwhare to Mate Alach.
12	1562	Lease ..	27 .., 1914 ..	Maungakawakawa 13M ..	Hami Tahere and others to J. H. Kneebone.
13	1563	" ..	27 .., 1914 ..	" 13G ..	Ditto.
14	1564	Gift ..	27 .., 1914 ..	Mangamuka East G, Section 3 ..	Rihari Mete to Mete Rihari Mete.
15	1565	Transfer ..	" ..	Opanake 1c South No. 1 ..	Aperahama Patuawa and others to Gladys G. Kate Trounson.
16	1567	" ..	21 May, 1914 ..	Oropa No. 2 ..	Rahere te Kero and others to Horace Dorset Eccles.
17	1568	" ..	22 .., 1914 ..	Motatau 3D ..	Huirua Paraone and others to John Alexander Cameron.
18	1569	" ..	21 .., 1914 ..	" 3F No. 3 ..	Riri Maihi Kawiti and others to Nau Paraone.
19	1570	" ..	21 .., 1914 ..	" 3F No. 4 ..	Riki Reihana and others to Nau Paraone.
20	1571	" ..	21 .., 1914 ..	" 3F No. 5 ..	Pere Paraha and another to Nau Paraone.
21	1572	" ..	21 .., 1914 ..	" 4U ..	Hori Tahua Paraone and others to Nau Paraone.
22	1573	" ..	21 .., 1914 ..	" 4Y ..	Riri Maihi Kawiti to Nau Paraone.
23	1574	Lease ..	28 .., 1914 ..	Wharepoke 2H ..	Native owners to Florence M. Laing.
24	1576	Transfer ..	25 .., 1914 ..	Taraire 1D, Section 1B No. 3 ..	Tane Hokaia and others to Kate C. Deakin.
25	1577	" ..	18 April, 1914 ..	Waihapa 3B No. 2 ..	Waikere Heke to Thomas Major Lane.
26	1578	" ..	22 May, 1914 ..	Maungakawakawa 13J ..	Hori Rike to Harold Stewart Robinson.
27	1579	Sale ..	" ..	Opekapeka D ..	Paratene Hemana to Walter Payne.
28	1580	Transfer ..	4 June, 1914 ..	Taraire 1F, Section 1E ..	Rameka Kere and others to W. J. Herlihy.
29	1581	" ..	14 December, 1913..	Whakataha 1A 1 ..	Hone Waipuna and another to H. E. Mountain.
30	1585	Lease ..	2 May, 1914 ..	Whirinaki 2c 2c ..	Ngapini Wati and others to Alfred Andrews.
31	1587	" ..	9 June, 1914 ..	Punakitere 2B 7D ..	Pene Pipa and others to Richard Ryan.
32	1588	" ..	9 .., 1914 ..	Tuhuna No. 7 ..	Pene Tuwhare and others to Patrick D. Crowley.

APPLICATIONS TO SUMMON MEETINGS OF OWNERS UNDER PART XVIII OF THE NATIVE LAND ACT, 1909.

No.	Record No.	Name of Land.	Nature of Proposed Alienation.
33	1546	Whangaroa-Ngaitonga 4A 4 ..	Sale to Thomas Andrew Conn for £392 or at Government valuation.
34	1547	" 4A 9 ..	Sale of about 80,000 ft. of milling-timber to Charles E. M. Lloyd and Thomas E. Tasker, of Kawakawa, bush contractors, for the sum of £136.
35	1554	Urupukapuka No. 2 ..	Sale to Charles Frederick Baker for the sum of £1 per acre.
36	1557	Taupo 23A ..	Sale to Taiapo Whare at Government valuation.
37	1566	Motatau 3F No. 2 ..	Sale to Nau Paraone for the sum of £2 per acre.
38	1583	Kaitara 3B No. 2 ..	Sale to G. Forester Linnell for £150.
39	1586	Punakitere 2B No. 4A ..	Lease to Richard Ryan, of Te Awamutu, farmer, for twenty-one years at 3s. per acre, with right of renewal for a further term of twenty-one years at 5 per cent. of the Government valuation (unimproved).
40	1589	Omahuta 3c No. 1 ..	Revesting in the Native owners.

Meeting of the Tairāwhiti District Māori Land Board.

NOTICE is hereby given that the matters mentioned in the Schedule hereunder written will be considered at a meeting of the Tairāwhiti District Māori Land Board to be held at Gisborne on Tuesday, the 7th day of July, 1914, at 10.30 o'clock in the forenoon, or as soon thereafter as the business of the Board will allow.

[T. 1914-8.]

Gisborne, 13th June, 1914.

R. N. JONES,
President.

SCHEDULE.

APPLICATIONS FOR CONFIRMATION OF ALIENATIONS (LEASES).

No.	Record No.	Date.	Name of Land.	Names of Parties.
192	853	23 May, 1914	Kairangi 2B	Epiniha Pona, Peta Pakuku, Hati Toromata, Te Wahaoterangi, Te Pohohere Repoama, Wiremu Kopu, and Tangi Pahemata to Maude Mary Hamlin.
193	829	23 April, 1914	Poutaka 2	Waata Puihi to Albert J. E. Harvey.
194	837	24 " 1914	Ranginui 3B 3	Emera Huka, Ariki Huka to Homana Matuakore.
195	817	3 " 1914	Ruaohinetu 2	Minarapa te Riri (trustee for Hera te Atu and Aronui te Atu) and Kuiti te Atu to Joseph E. Dalton and others.
196	831	17 " 1914	Tutaekuri 1C 1	Kuini Hepi, Te Waipai Hepi, to Te Kuawai.
197	807	25 October, 1914	Te Poho	Whakaue Hone, Peti Hone, Te Karu Koura to Joseph E. Dalton and others.
198	849	5 May, 1914	Tutaekuri 1C 11	Kapohe te Awamutu, Te Pireki Whakaoma to Haani Kaata te Ao.
199	843	27 " 1914	Waihora 2c 1	Taite Maranga to John M. Goldsmith.
200	795	24 February, 1914	Wharekahika 6	Ngahiwi Petiha to Sadie J. Pasley.
201	811	21, 22, 23 April, 1914	Paritu 2B 1	Paramena Mokemoke, Kararaina te Mehi, Patoronga Ngarangi, Tiemi Paraone, Tutekawa Waere to William Jobson, jun.
202	818	28 March, 1914	Kaiti 313 2A 3D 4	Tawhiti Kingi, Kaipaka Kingi, to William Cooper.
203	819	4 May, 1914	" 336E	Peta Hape to Mary Johnson.
204	820	29 April, 1914	Koraateuwhi 1E 1A	Matenga Po to Charles W. Reeves.
205	821	18 March, 1913	Makahia	Tamihana Karari, Raihania te Rongo to William Goldstone, junior.
206	822	13 May, 1914	Mangahauini 2B	Manapouri Whatahoro to David J. Barry.
207	823	29 " 1914	Mahanga 1D 4 and 1D 8	Morehu Aorere to Agnes C. Bowen.
208	824	9 " 1914	Rotokautuku 2E	Ritihia Knox to Francis J. Kemp.
209	826	18 April, 1914	Tuawhatu 4B 2E	Hina Ruki, Rongotipare Ruki, to Jessie E. Loisel.
210	827	4 November, 1914	Waharera	Mehira Paku, Akuhata Paku to James Goldstone.
211	825	5 May, 1914	Taumataoteo 26	Wi Tamati to John Mayo.
212	833	4 April, 1914	Paeroa 1E 5B	Rakera Apatu to Teo Merengi.
213	846	4 May, 1914	" 1E 10	Rawinia Kaeke to Michael F. Bourke.
214	834	5 June, 1914	Puninga 4B 1	Paramena Mokemoke to Charles E. Gibson.
215	835	23 May, 1914	Waituhi 2B 1	Himiona Katipa to Gilbert E. Jones.
216	836	29 " 1914	Puninga 5	Marara Riki to Charles Gibson.
217	838	13 " 1914	Okahuatuu 1D 2B 2	Katerina Takawhaki to Maurice V. Wilbraham.
218	839	29 April, 1914	Rangaiohinehau 4B 2	Te Uri Maranga to Stanley K. White.
219	840	17 " 1914	Kaiti 313, Sections 1A and 1B	Ere Takina to Raiha Ferris.
220	841	17 " 1914	" 313, 2F 2C	"
221	842	17 " 1914	" 313, 2D 1	"
222	845	5 May, 1914	Taumataoteo 26	Wi Tamati to John Mayo.
223	852	6 June, 1914	Pipihakao 1B 4	Hohepa Kota to Eva Reynolds.
224	830	10 February, 1914	Orangitirohia 15B	Waimatao Whakangaro to Charles Hamlin.
225	832	"	Paeroa 1E 9	Mere Teputene and others to Michael F. Burke.

APPLICATIONS TO SUMMON MEETINGS OF OWNERS UNDER PART XVIII OF THE NATIVE LAND ACT.

No.	Record No.	Name of Land.	Nature of Proposed Alienation.
226	808	Tutaekuri 1C 6	That the said land be leased to Waka Ruawai.
227	815	Wharaurangi 3	" Robert Milton Bell.
228	816	Pipihakao 2B 4E	" Wetini R kirangi.
229	847	Ohuia 3	That a portion of the said land be sold to Arthur Curtayne.
230	848	Taumataomanu 2B	That the said land be leased to Mere Katene Heihi.

MISCELLANEOUS APPLICATIONS.

No.	Record No.	Name of Land.	Nature of Application.
231	851	Tuawhatu 1A 2	Application for confirmation of mortgage, Karepa Kautuku to the Union Bank of Australia.
232	812	Mangatauni 7 and 7A	Application for consent under section 315 to leases to J. D. Ball, E. S. Morse, and Charles L. Morse.
233	814	"	Application for the consent of the Governor in Council to the payment of rents direct to the Native owners.
234	828	Nuhaka 2D 2B 9	Application for revocation of Order in Council under Part XVI, dated 18th February, 1903.
235	844	Pukemānuka C 2	Application to grant a lease under Part XVI to Aniti Haenga.
236	850	Tuawhatu 1A 2	Application for consent of the Governor in Council under section 230 to a mortgage, Karepa Kautuku to the Union Bank of Australia.
237	854	Mohaka 6	Application to grant a lease under Part XVI to Waata te Kani.

Meeting of Owners under Part XVIII of the Native Land Act, 1909, cancelled.

THE Maori Land Board for the Ikaroa Maori Land District hereby notify that the notice appearing in the *New Zealand Gazette* and *Kahiti* of the 11th June, 1914, calling a meeting of owners of Pungia No. 4A Block is cancelled.

Dated at Wellington this 17th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

THE Maori Land Board for the Ikaroa Maori Land District hereby notifies that the meeting of owners of the Omaha No. 1A Block which was adjourned on the 26th February, 1914, will be continued at Hastings on Thursday, the 2nd day of July, 1914, at 2.30 o'clock in the afternoon.

Dated at Wellington this 10th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Ikaroa Maori Land District hereby notifies that a meeting of the owners of Karamu C Block will be held, in pursuance of Part XVIII of the Native Land Act, 1909, at Hastings on Thursday, the 2nd day of July, 1914, at 2.30 o'clock in the afternoon, for the purpose of considering the following proposed resolution:—

“That a part of the said land, containing 50 acres, be leased to W. J. Driller for a term of ten years at an annual rental of £90.”

Dated at Wellington this 10th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Ikaroa Maori Land District hereby notifies that a meeting of the owners of Omaha 2A No. 2 will be held, in pursuance of Part XVIII of the Native Land Act, 1909, at Hastings on Thursday, the 2nd day of July, 1914, at 2.30 o'clock in the afternoon, for the purpose of considering the following proposed resolution:—

“That the said land, containing 374 acres 3 roods 7 perches, be sold to Elizabeth Blake at a price to be not less than the present Government valuation.”

Dated at Wellington this 10th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Ikaroa Maori Land District hereby notifies that a meeting of the owners of Hurunuiorangi No. 1A, Section 1, will be held, in pur-

suance of Part XVIII of the Native Land Act, 1909, at Masterton on Thursday, the 25th day of June, 1914, at 2 o'clock in the afternoon, for the purpose of considering the following proposed resolution:—

“That the said land, containing 7 acres 1 rood 12 perches be sold to Ngairo Honehinu at the price of £109.”

Dated at Wellington this 10th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Ikaroa Maori Land District hereby notifies that a meeting of the owners of Pungia No. 4A will be held, in pursuance of Part XVIII of the Native Land Act, 1909, at Hastings on Thursday, the 2nd day of July, 1914, at 2.30 o'clock in the afternoon, for the purpose of considering the following proposed resolution:—

“That the said land, containing 155 acres, be leased to Rupert Simson for a term of twenty-one years at a rental to be not less than 5 per cent. on the present Government valuation.”

Dated at Wellington this 10th day of June, 1914.

L. A. TEUTENBERG,
Registrar.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Waikato-Maniapoto Maori Land District hereby notifies that a meeting of the owners of Waitakaruru 4C No. 1 will be held, in pursuance of Part XVIII of the Native Land Act, 1909, at Auckland on Wednesday, the 1st day of July, 1914, at 10 o'clock in the forenoon, for the purpose of considering the following proposed resolution:—

“That the land be sold to Miriam Stuart Findlay for the sum of £10 per acre.”

Dated at Auckland this 13th day of June, 1914.

A. G. HOLLAND,
President.

Notice of Meeting of Owners under Part XVIII of the Native Land Act, 1909.

REGULATION No. 48.

THE Maori Land Board for the Waikato-Maniapoto Maori Land District hereby notifies that a meeting of the owners of Waitakaruru 1C No. 3F will be held, in pursuance of Part XVIII of the Native Land Act, 1909, at Auckland on Wednesday, the 1st day of July, 1914, at 10 o'clock in the forenoon, for the purpose of considering the following proposed resolution:—

“That the land be leased to Julia Coxhead for a term of forty-two years at an annual rental of 3s. per acre during the first twenty-one years; 5 per cent. on the unimproved value during the remaining twenty-one years.”

Dated at Auckland this 13th day of June, 1914.

A. G. HOLLAND,
President.

BANKRUPTCY NOTICES.

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

NOTICE is hereby given that WILLIAM ERNEST JOHNS, of Claudelands, Hamilton, Builder, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse on Tuesday, the 23rd day of June, 1914, at 2.30 o'clock.

W. S. FISHER,
Official Assignee.
Auckland, 10th June, 1914.

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

NOTICE is hereby given that JOSEPH PERCY GREAVES, of Gisborne, Labourer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Saturday, the 20th day of June, 1914, at 12 o'clock.

JOHN COLEMAN,
Deputy Official Assignee.
Gisborne, 10th June, 1914.

In Bankruptcy.—In the Supreme Court, holden at Palmerston North.

NOTICE is hereby given that TAMEHANA WERETA, of Manakau, Settler, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Wednesday, the 24th day of June, 1914, at 12 o'clock noon.

G. J. SCOTT,
Deputy Official Assignee.
Palmerston North, 15th June, 1914.

In Bankruptcy.

DIVIDENDS as under are now payable at my office, Perry Street, Masterton, on all proved accepted claims:—

Harold Goodin, of Greytown, Cycle and Motor Agent: 1s. 10½d. in the pound (second and final, making 5s. 10½d. in all).

Ira Herbert Weston, of Martinborough, Butcher: 2s. 6d. in the pound (first and final).

Adam Clarke Rowse, of Carterton, Printer: 11s. in the pound (first and final).

Rupert and Nellie St. Ledger, of Masterton, Hotelkeepers: 1s. 1d. in the pound (first and final).

Joseph Donnelly, of Martinborough, Contractor: 5s. in the pound (first).

George Edward Purcell, of Featherston, Butcher: 7s. 1d. in the pound (first and final).

Wong Wey Kee, of Masterton, Grocer: 1s. 4½d. in the pound (first and final).

Hans Peter Petersen, of Masterton, Farmer: 2s. 5d. in the pound (first and final).

Promissory notes must be produced for endorsement of dividend.

G. W. SELLAR,
Deputy Official Assignee.
Masterton, 15th June, 1914.

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

NOTICE is hereby given that WILLIAM IGNATIUS SCANLAN, of Wellington, Hairdresser and Tobacconist, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Wednesday, the 17th day of June, 1914, at 11 o'clock a.m.

CHAS. ZACHARIAH,
Acting Official Assignee.
Wellington, 5th June, 1914.

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

NOTICE is hereby given that ALBERT BAMFIELD SHARP, of Globe Hill, near Reefton, Boardinghouse-keeper, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Reefton, on Wednesday, the 24th day of June, 1914, at 2 o'clock.

HENRY COOPER,
Deputy Official Assignee.
Reefton, 13th June, 1914.

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

NOTICE is hereby given that HOGE BROS., of Timaru, Grocers, were this day adjudged bankrupts; and I hereby summon a meeting of creditors to be holden at my office at Arcade, Timaru, on Monday, the 15th day of June, 1914, at 2 o'clock.

ALEX. MONTGOMERY,
Deputy Official Assignee.
Timaru, 6th June, 1914.

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

NOTICE is hereby given that statements of account and balance-sheets in respect of the undermentioned estates, together with the report of the Audit Office thereon, have been duly filed in the above Court. And I hereby further give notice that at the sitting of the said Court to be holden on Wednesday, the 24th day of June, 1914, I intend to apply for an order releasing me from the administration of the said estates.

Dated at Dunedin this 9th day of June, 1914.

Cornelius Johns, of Dunedin, Auctioneer.
Charles William Anderson, formerly of Dunedin, but now out of New Zealand, Merchant.
John James Tudor, of Dunedin, Dyer and Cleaner.
William Miller, of Dunedin, Money-lender.
Charles Hastings Bradley, of Glenomaru, Sawmiller.
Thomas John Brosnan, of Caversham, Tobacconist.
Duncan Matheson, of Kaikorai, Storekeeper.
Walter Morris Lowe, of Dunedin, Coal-merchant.
David Murray Dickson, of Portobello, Tea-room Proprietor.
John Francis Kitto, of Alexandra, Labourer.
William Smith, jun., of Milburn, Labourer.
James Hughes, of Waimate, Building Contractor.
Tie and Sons, of Lawrence, Butchers.
Ernest Charles Winter, of Stirling, Farmer.
Richard Walsh, of Dunedin, Coachbuilder.
John Joseph Cooper, of Waronui, Coal-miner.
William Wintrup, of Green Island Bush, Dealer.
Louis Warsaw, of Dunedin, Tailor.
Francis Egerton Ward, of Dunedin, Commission Agent.
Charles Stewart Smaill, of Mornington, Labourer.
Herman Alexander Nisbett, of Dunedin, Carpenter.
Thomas Beattie Mason, of St. Kilda, Mercer.
William Clark, formerly of Gore, now of Dunedin, Baker.
Gerald Robert Blanchfield, of South Dunedin, Commission Agent.
Charles Neilson, of Ida Valley, Labourer.
Thomas Hume Austin, of St. Kilda, Pattern-maker.
William Clarke, of Dunedin, Bootmaker.
James Bernard Fitzpatrick, of South Dunedin, Builder.
Richard Westell Capstick, of Milton, Bootmaker and Flax-miller.
Maria Carman, of Musselburgh, Storekeeper.
Charles Henry Torrens Belstead, of Dunedin, Clerk, and Eleanor Gertrude Belstead, his wife.
Thomas Archibald Callender, of Dunedin, Accountant.
William Mills, of St. Bathans, Miner.

T. D. KENDALL,
Official Assignee.

LAND TRANSFER ACT NOTICES.

NOTICE is hereby given that the parcels of land hereinafter described will be brought under the provisions of the Land Transfer Act, 1908, and its amendment, unless caveat be lodged for bidding the same on or before the 12th day of July, 1914.

5137. PHILIP JOHN WOONTON.—Parts of Lots 20, 21, and 22 of Allotment 53, Parish of Waikomiti, containing 14 acres and 16.5 perches. Occupied by Applicant. Plan 8924.

5583. WILLIAM BLAKE.—Parts of Allotments 63 and 64 of Suburban Section 1, Parish of Pukekohe, containing 8 acres 3 roods 3.84 perches. Occupied by Applicant. Plan 8762.

5667. ROBERT COOK.—Part of Allotment 63 of Suburban Section 1, Parish of Pukekohe, containing 3 roods. Occupied by Applicant. Plan 8762.

5670. MARTIN HOGAN.—Part of Allotment 63 of Suburban Section 1, Parish of Pukekohe, containing 2 roods. Occupied by Applicant. Plan 8762.

5683. RHODA MESSANA.—Allotment 382, Town of Hamilton West, containing 1 acre and 22.3 perches. Occupied by Applicant. Plan 8428.

Diagrams may be inspected at this office.
Dated this 8th day of June, 1914, at the Lands Registry Office, Auckland.

THOS. HALL,
District Land Registrar.

EVIDENCE of the loss of certificate of title, Volume 119, folio 12, of the Register-book, in favour of IHEPERA ARAMA AND OTHERS, Aboriginal Natives of New Zealand, for the block situated in the Waiheke Survey District, called "Te Hurihi No. 9," having been lodged with me, and applications made to register lease from IHEPERA ARAMA AND OTHERS to WILLIAM EASDOWN, of Auckland, Gentleman, notice is hereby given of my intention to register the above lease accordingly at the expiration of fourteen days from the 18th June, 1914.

Dated the 15th June, 1914, at the Lands Registry Office at Auckland.

THOS. HALL,
District Land Registrar.

EVIDENCE of the loss of certificate of title, Volume 104, folio 66, of the Register-book, in favour of FRANK CLARK, of Mamaku, Contractor, for Sections 8 and 9 of Block VIII of the Village of Mamaku, having been lodged with me, and application made to issue a provisional certificate of title, notice is hereby given of my intention to issue a provisional certificate of title accordingly at the expiration of fourteen days from the 18th day of June, 1914.

Dated the 15th day of June, 1914, at the Lands Registry Office at Auckland.

THOS. HALL,
District Land Registrar.

NOTICE is hereby given that the parcels of land hereinafter described will be brought under the provisions of the Land Transfer Act, 1908, and its amendment, unless caveat be lodged forbidding the same on or before the 18th day of July, 1914.

5524. WILLIAM BEEHAN.—Allotment 53, Parish of Maraetai, containing 39 acres 3 roods 28 perches. Unoccupied. Plan 9312.

5588. LILLIAN WALLACE.—Parts Allotment 53, Parish of Waikomiti, containing together 46 acres and 25 perches. Occupied by Applicant. Plan 8673.

5728. JOHN BESLEY CHAMBERLAIN.—Part Allotments 30 and 31, Section 1, Parish of Takapuna, containing 12 acres 3 roods 9 perches (situated at corner of Lake Road and Rewiti Road). Occupied by Angus William Gordon. Plan 9338.

5742. HARRIETTE ASHBY.—Part Allotment 1, Section 4, City of Auckland, containing 17.3 perches (fronting Queen Street). Occupied by J. J. Craig (Limited) and J. H. Dalton. Plan 9347.

Diagrams may be inspected at this office.
Dated this 16th day of June, 1914, at the Lands Registry Office, Auckland.

THOS. HALL,
District Land Registrar.

APPLICATION having been made to me to register a discharge of Mortgage No. 21883, affecting Sections 383, 384, 411, 412, and 523, Patea District, SARAH ROSE being the mortgagee, and evidence of the loss of the said mortgage having been lodged, I hereby give notice of my intention to register the discharge, without the production of the said mortgage, after the expiration of fourteen days from the 18th day of June, 1914.

Dated this 15th day of June, 1914, at the Lands Registry Office, New Plymouth.

A. V. STURTEVANT,
District Land Registrar.

NOTICE is hereby given that the parcels of land hereinafter described will be brought under the provisions of the Land Transfer Act, 1908, and its amendment, unless caveat be lodged forbidding the same on or before the 20th day of July, 1914.

Application 4646 (Plan, provisional, No. 1432). JOHN HOGG and THOMAS WIGHTMAN.—324 acres 2 roods 25 perches, Section 187 and parts Sections 56, 57, 58, 134, 135, 136, 188, 220, and 249, Right Bank, Wanganui River, Occupied by Thomas Wightman.

Application 4650 (Plan, provisional, No. 1449). THE EDUCATION BOARD OF THE DISTRICT OF WANGANUI.—1 rood 32 perches, part Section 16, Rangitikei Agricultural Reserve (Town of Marton). Occupied by Applicant.

Application 4656 (Plan, provisional, No. 1477). WILLIAM HENRY CHRISTIE.—1 rood 0.5 perch, part Suburban Section 17, Town of Wanganui. Occupied by Applicant.

Diagrams may be inspected at this office.
Dated this 17th day of June, 1914, at the Lands Registry Office, Wellington.

G. G. BRIDGES,
District Land Registrar.

EVIDENCE having been furnished of the loss of certificate of title, Volume 221, folio 249, for part Lot 23, plan 76, part of Rural Section 707, situated in the Borough of Timaru, whereof CHARLES BATES BOWCHER, of Timaru, Farmer, is the registered proprietor, and application having been made to me for the issue of a provisional certificate of title, I hereby give notice that it is my intention to issue such provisional certificate of title at the expiration of fourteen days from the date of the Gazette containing this notice.

Dated at the Lands Registry Office, Christchurch, this 12th day of June, 1914.

W. WYINKS,
District Land Registrar.

PRIVATE ADVERTISEMENTS.

THE COMPANIES ACT, 1908, SECTION 266.

HUNTER AND PHILIPPS (LIMITED).

TAKE notice that the name of the above company has been struck off the Register, and the company has been dissolved.

Given under my hand, at Christchurch, this 12th day of June, 1914.

P. G. WITHERS,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1908.

NOTICE is hereby given, in pursuance of section 266, subsection (4), of the above Act, that the undermentioned company has been struck off the Register for the District of Otago:—

The Chatto Creek Gold-dredging Company (Limited).
1906/5.

Dated at the office of the Assistant Registrar of Companies at Dunedin this 9th day of June, 1914.

J. P. MURPHY,
Assistant Registrar of Companies.

THE COMPANIES ACT, 1908.

NOTICE is hereby given, in pursuance of section 266, subsection (4), of the above Act, that the undermentioned companies have been struck off the Register for the District of Otago:—

1890/3. The Henley Public Hall Company (Limited).
1907/14. Shetland Consolidated Sluicing Company (Limited).
1908/19. The Australasian Advertising Company (Limited).

Dated at the office of the Assistant Registrar of Companies at Dunedin this 16th day of June, 1914.

J. P. MURPHY,
Assistant Registrar of Companies.

NEW ZEALAND LAND ASSOCIATION (LIMITED).

IN LIQUIDATION.

IN pursuance of the Companies Act, 1908, the New Zealand Land Association (Limited), (in Liquidation) hereby gives notice of its intention to cease carrying on business in New Zealand.

Dated at Wellington this thirtieth day of May, one thousand nine hundred and fourteen.

F. RUSSELL,
Attorney for the above Company and for
William Samuel Hogg, the Liquidator
thereof.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY (LIMITED).

In the matter of the Companies Act, 1908, and of the above-named company.

PURSUANT to the provisions of section 302 of the Companies Act, 1908, notice is hereby given that the office or place of business in Dunedin of the above-mentioned company is now situated in the Queen's Buildings, 13 Crawford Street.

Dated this 1st day of June, 1914.

NORMAN S. S. PERRY,
Attorney.

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NOTICE OF CHANGE OF NAME, AND OF INTENTION TO CARRY ON BUSINESS.

NOTICE is hereby given that the name of the MIDLAND AND TEXTILE INSURANCE COMPANY (LIMITED) has been changed to the LONDON AND MIDLAND INSURANCE COMPANY (LIMITED), and that in future the business of the Company will be carried on under the name of the LONDON AND MIDLAND INSURANCE COMPANY (LIMITED); and that legal proceedings of any kind may be served upon it and notices of any kind may be served or delivered at the office of the company situate at No. 115 Lower Rattray Street, Dunedin.

H. DE C. McARTHUR,
Attorney in New Zealand for the London and Midland Insurance Company (Limited).

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DECEASED PERSON'S ESTATE.

IN THE SUPREME COURT OF NEW SOUTH WALES,
PROBATE JURISDICTION.

In the estate of LILY MAY TUCKWELL, late of Carlton, near Sydney, in the State of New South Wales, Spinster, deceased, intestate.

NOTICE is hereby given that all creditors and other persons having any claim upon or affecting the estate of the above-named deceased, who died on the 4th day of April, 1913, are hereby required to send in full particulars of their claims to the Permanent Trustee Company of New South Wales (Limited), O'Connell Street, Sydney, the Administrator of the said estate, before the 15th day of August next, after which date the said the Permanent Trustee Company of New South Wales (Limited) will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts and claims only of which it shall then have had notice; and the said company shall not be liable for the assets or any part thereof so distributed to any person of whose claim it shall not have had notice at the time of such distribution.

Dated this 11th day of June, 1914.

For the Permanent Trustee Company of New South Wales (Limited),

A. PERCIVAL BEDFORD,
Manager.

Salvey and Primrose, Proctors, 24 Moore Street, Sydney,
by Ernest C. Levvey, Solicitor, Wellington, New Zealand.

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STATEMENT OF THE AFFAIRS OF A COMPANY.

Name of company: Star of the East Gold-mining Company (Limited).
When formed, and date of registration:
Whether in active operation or not: In active operation.
Where business is conducted, and name of Secretary:
23 Wicksteed Place, Wanganui: Robert Dunkley.
Nominal capital: £36,000.
Amount of capital subscribed: £36,000.
Amount of capital actually paid up in cash: £300.
Paid-up value of scrip given to shareholders, and amount of cash received for same (if any): £36,000; £300.
Paid-up value of scrip given to shareholders on which no cash has been paid: Nil.
Number of shares into which capital is divided: 36,000 of £1 each.
Number of shares allotted: 36,000.
Amount paid per share: 19s. 10d.
Amount called up per share: 2d.
Number and amount of calls in arrear: Nil.
Number of shares forfeited: Nil.
Number of forfeited shares sold, and money received for same: Nil.
Number of shareholders at time of registration of company: 7.

Present number of shareholders:
Number of men employed by company: 8.
Quantity and value of gold or silver produced since last statement:
Total quantity and value produced since registration:
83 oz. 12 dwt. 18 gr.; £302 8s. 6d.
Amount expended in connection with carrying on operations since the last statement:
Total expenditure since registration: £1,396 5s. 6d.
Total amount of dividends declared: Nil.
Total amount of dividends paid: Nil.
Total amount of unclaimed dividends: Nil.
Amount of cash in bank: £217 11s. 3d.
Amount of cash in hand: £16 3s. 3d.
Amount of debts directly due to company: Nil.
Amount of debts considered good: Nil.
Amount of debts owing by company: £150 7s. 7d.
Amount of contingent liabilities of company (if any): Nil.

I, Robert Dunkley, of Wanganui, the Secretary of the Star of the East Gold-mining Company (Limited), do solemnly and sincerely declare that this is a true and complete statement of the affairs of the said company on the 21st March, 1914; and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Justices of the Peace Act, 1908.

R. DUNKLEY,
Secretary.

Declared at Wanganui this 23rd day of May, 1914, before me—Allan F. Hogg, a Solicitor of the Supreme Court of New Zealand.

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MEDICAL REGISTRATION.

I, ALFRED BERNSTEIN, Lic. Med. & Surg. Lon. 1908, Bach. Med. Univ. Lon. 1909, Bach. Surg. Univ. Lon. 1909, now residing in Cambridge, Waikato, hereby give notice that I intend applying on the 11th July next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Registrar of Births and Deaths at Auckland.

ALFRED BERNSTEIN,
Cambridge, Waikato.

Dated at Auckland, 11th June, 1914. 576

DISSOLUTION OF PARTNERSHIP.

THE Partnership hitherto subsisting between the undersigned as Graziers at Tikorangi, under the firm's name of "Hine & Lye," has been dissolved by mutual consent as from 1st May, 1914.

Dated at Waitara this 12th day of May, 1914.

JAMES HINE, Jun.
JOHN ELVINS LYE.

Witness to both signatures—J. B. Roy, Solicitor, New Plymouth. 577

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the Partnership hitherto existing between us the undersigned, and carried on by us as Watchmakers and Jewellers at Queen Street, Auckland, under the name or style of "Kirkman & Denison," has this day been dissolved by mutual consent. The undersigned W. DENISON will continue to carry on the business as formerly, and will receive payment of all accounts due to the late firm and pay all the liabilities of such firm.

Dated the 31st day of March, 1914.

W. B. KIRKMAN.

Witness to the signature of William Brackenbury Kirkman—A. Goldwater, Solicitor, Auckland.

WALTER DENISON.

Witness to the signature of Walter Denison—J. W. Gittos, Solicitor, Auckland.

Published by Messrs. Gittos and Wren, Barristers and Solicitors, Auckland. 578

PATENTS, DESIGNS, AND TRADE-MARKS ACT, 1911.

In the matter of Letters Patent No. 13318, granted to JOHN NEWSOME CLAPHAM, of Palmerston North, in the Dominion of New Zealand, Hairdresser, for an invention for "Improved rein-holder and wheel stop or chain for holding horses," bearing date the 16th day of January, 1901.

NOTICE is hereby given that it is the intention of the said JOHN NEWSOME CLAPHAM and THOMAS HUDDY COUZINS, of Christchurch, in the Dominion of New Zealand, Leather-manufacturer (being the owner of the South Island

rights in such letters patent), to present a petition to the Supreme Court at Wellington praying that the said letters patent be extended for a further term.

Any person intending to oppose such petition should give notice of such intention to the petitioners' solicitors, whereupon a copy of the petition will be supplied and notice given as to the day upon which it is proposed to apply to the Court for a fixture for the hearing of the petition.

Dated this 15th day of June, 1914.

FINDLAY, DALZIELL, & SIM,
197 Lambton Quay, Wellington,
Solicitors for Petitioners.

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WAIKATO RIVER BOARD.

IT has been proposed, under and by virtue of powers conferred on this Board by the River Boards Act, 1908, at a meeting of the Waikato River Board held on 23rd May, 1914, that all land within the boundary as set forth in Schedule hereunder shall be a separate subdivision under the Waikato River Board.

SCHEDULE.

Whangape Subdivision.

That the southern boundary be the extreme limit of the Waikato River Board Rating Area; the eastern boundary, all that land included on the western side of the Waikato River between the southern boundary of the Waikato River Board District to the mouth of the Whangape Creek; the northern boundary to be the southern side of the Whangape Creek until it reaches the Glen Murray Road Bridge, following Glen Murray to the western boundary of the Waikato River Board's District.

ARTHUR G. C. GLASS,
Chairman.

25th May, 1914.

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WOODVILLE COUNTY COUNCIL.

MOTOR REGULATION ACT, 1908.

NOTICE is hereby given that the Woodville County Council has decided by resolution to bring into operation Part II of the above-mentioned Act, empowering the said Council to become a registering authority.

M. HUTCHINS,
County Clerk.

581

RAGLAN COUNTY COUNCIL.

SPECIAL ORDER MAKING BY-LAW CONTROLLING MOTOR TRAFFIC ON ROAD FROM NGARUAWAHIA TO WAINGARO HOT SPRINGS HOTEL.

By-law No. 10.

WHEREAS the body corporate called the Chairman, Councillors, and Inhabitants of the County of Raglan (hereinafter called the Raglan County Council) is of the opinion that the traffic and use of motors as hereinafter defined upon the road in the County of Raglan leading from the Town of Ngaruawahia to Waingaro Hot Springs Hotel is attended with danger to the public except it be restricted by the by-laws and regulations hereinafter set forth:

Now, therefore, the Raglan County Council, in pursuance of the powers in it vested by the Counties Act, 1908, and its amendments, the Motor Regulation Act, 1908, and its amendments, and the Public Works Act, 1908, and its amendments, and all other statutes and authorities it hereunto enabling, doth hereby make and ordain by special order the by-laws following, to come into force on the 24th day of June, 1914.

1. The by-law of the Raglan County Council called "By-law No. 7," prohibiting motor-car and traction-engine traffic on the Ngaruawahia to Waingaro Hot Springs roads, is hereby repealed so far as it relates to traffic by motor-cars.

2. From and after the coming into operation of this by-law no person shall use or drive on or along the said road or any part thereof any motor having a total weight unladen of 32 cwt. or over, and any power or authority herein contained authorizing any motor to pass on or along the said road shall be deemed to apply to those motors only which when unladen weigh less than 32 cwt.

3. The driver of every motor when meeting on the said road any vehicle drawn by a horse or by horses, or when

meeting any person on horseback, shall draw out on the outer side of the said road and stop the engine of his said motor, and cause the said motor to remain motionless on such outer side until such vehicle or horseman has completely passed the said motor, should he be requested so to do by the person in charge of such vehicle, horse or horses.

4. Whenever a motor on the said road approaches any part thereof or place thereon where there is placed a notice-board bearing the words "Motors—Dangerous Speed 6 Miles," it shall be the duty of the driver of the said motor immediately to decrease and lessen the speed of such motor, and to pass the said place at a speed not being greater than six miles per hour. No person shall drive a motor round any corner on the said road at a greater speed than six miles an hour.

5. No person shall drive a motor on or along the said road or any part thereof between sunset and sunrise.

6. The driver of every motor passing along any part of the said road shall, when approaching and passing along any bend or corner thereof, or when meeting or overtaking any person either on foot or on horseback, or driving any vehicle, give notice of the presence of the said motor by sounding a long and loud blast of the horn thereof, and no person shall enter upon the said road driving a motor unless the said motor is equipped and fitted with a loud-sounding horn in good working-order.

7. Should any horse when driven or ridden along the said road become restive or startled at the approach or presence of a motor, it shall be the duty of the driver of the motor, if requested so to do by the person driving or riding the said horse, either (a) to reduce or increase the speed of the said motor to such rate as such other person shall request, or (b) to leave his motor and lead the said horse past the said motor; in case the driver of such motor is accompanied by any other person it shall be sufficient compliance with the terms hereof if such driver procures such other person to lead the said horse past the said motor if requested so to do as aforesaid.

8. It shall be the duty of the driver of every motor to stop the same and the engine thereof and all noise proceeding therefrom when any stock are being driven towards such motor on the said road, and until the said stock have completely passed the said motor. In the case of a motor overtaking any such stock it shall be the duty of the driver of the motor to reduce the speed of the motor to six miles an hour and to continue at such speed until he has completely passed the same.

9. It shall be the duty of the driver of every motor proceeding along the said road or any part thereof to give way to all other traffic thereon save and except other motor traffic. In the case of a motor meeting, passing, or overtaking another motor the ordinary rules of the road as prescribed by the Police Offences Act, 1908, shall prevail on the said road.

10. It shall be unlawful for any person being the owner or driver of a motor to have placed, attached, or affixed on or to any of the wheels or on any of the tires of the same when proceeding or passing on or along any metalled part of the said road any chain, rope, grip, or any other device or appliance whereby the surface of the road is gripped or held whilst the motor is proceeding or passing along or on the same.

11. Wherever in any of these by-laws certain conduct is specified as being the duty of any person therein indicated, such person shall be deemed to be guilty of a breach of such by-law who fails to observe the duty so imposed upon him.

12. For the purposes of this by-law "motor" is hereby defined as "any vehicle propelled by mechanical power if it does not exceed four tons in weight unladen, whether such vehicle is used alone or in order to propel or draw one or more vehicles whose weight, together with that of the motor vehicle, does not exceed five tons unladen. In calculating for the purposes of this Act the weight of a vehicle unladen, the weight of any water, fuel, or accumulators used for the purposes of propulsion shall not be included."

13. For the purposes of this by-law "stock" means cattle and sheep, and also horses when driven unharnessed.

14. Penalty £5 for each offence.

The above resolution was duly passed by the Raglan County Council as a special order at a special meeting of the said Council held at Ngaruawahia on the 13th May, 1914, and confirmed at a special meeting of the said Council held on the 10th June, 1914.

The common seal of the Chairman, Councillors, and Inhabitants of the County of Raglan has hereunto been affixed this 10th day of June, 1914, in the presence of—

CAMPBELL JOHNSTONE,
Chairman.

WALTER SEAVILL,
Councillor.

H. MARSLAND,
Clerk.

582

TIMARU BOROUGH COUNCIL.

RESOLUTION.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Timaru Borough Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan (called the Timaru Borough Streets Formation Loan No. 4) of six hundred pounds, authorized to be raised by the Timaru Borough Council, under the above-mentioned Act, for the formation and improvement of certain borough streets, and being ten per centum additional to a special loan (scheduled to the Timaru Borough Loans Consolidation Act, 1909) of six thousand pounds for the same purpose, which has been found insufficient to complete the undertaking for which it was raised, the Timaru Borough Council hereby makes and levies a special rate of one-seventeenth of a penny in the pound sterling upon the annual rateable value of all rateable property of the Borough of Timaru, comprising the whole of the said borough; and that such special rate be an annual-recurring rate during the currency of such loan as from the first day of April, 1914, and shall, without further proceedings by the said Council, be payable yearly on the first day of August in each and every year during the currency thereof, being a period of fifteen years from the first day of April, 1914, or until the loan is fully paid off.

2. That His Worship the Mayor and Town Clerk and each of them be authorized to take all necessary steps and to sign all necessary documents, including the *Gazette* notice, for giving full effect to the foregoing.

The above resolution was made and passed at an ordinary meeting of the Timaru Borough Council held on Monday, the 8th day of June, 1914.

E. R. GUINNESS,
Mayor.

D. VIRTUE,
Town Clerk.

583

TIMARU BOROUGH COUNCIL.

RESOLUTION.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Timaru Borough Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan (called the Timaru Borough Streets Formation Loan No. 5) of one thousand pounds, authorized to be raised by the Timaru Borough Council, under the above-mentioned Act, for the formation of certain borough streets, and being ten per centum additional to a special loan (sanctioned by a poll of the ratepayers of the Borough of Timaru on the 12th day of April, 1911) of ten thousand pounds for the same purpose, which has been found insufficient to complete the undertaking in respect of which it was raised, the Timaru Borough Council hereby makes and levies a special rate of one-tenth of a penny in the pound sterling upon the annual rateable value of all rateable property of the Borough of Timaru, comprising the whole of the said borough; and that such special rate shall be an annual-recurring rate during the currency of such loan as from the first day of April, 1914, and shall, without further proceedings by the said Council, be payable yearly on the first day of August in each and every year during the currency thereof, being a period of fifteen years from the first day of April, 1914, or until the loan is fully paid off.

2. That His Worship the Mayor and Town Clerk and each of them be authorized to take all necessary steps and sign all necessary documents, including the *Gazette* notice, for giving full effect to the foregoing.

The above resolution was made and passed at an ordinary meeting of the Timaru Borough Council held on Monday, the 8th day of June, 1914.

E. R. GUINNESS,
Mayor.

D. VIRTUE,
Town Clerk.

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AWAKINO COUNTY COUNCIL.

RESOLUTION MAKING SPECIAL RATE.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Awakino County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £787 10s., authorized to be raised by

the Awakino County Council, under the above-mentioned Act, for forming and metalling the Waipawa Road from its junction with the Kiritehere Road to its junction with the Marakopa River Road, the said Awakino County Council hereby makes and levies a special rate of five-eighths of a penny in the pound upon the rateable value of all rateable property of the Waipawa Special-rating Area, comprising Sections 1, 2, 2A, 2B, and 5, Block VI, Marakopa S.D.; Sections 1, 2, 3, 3A, 4, 5, 5A, Block I, Whareorino S.D.; Sections 1, 2, 3, 4, 4A, 5, 6, 6A, 7, 7A B C D, 8, 9, 10, 10A, Block II, Whareorino; Sections 1, 2, 3, 4, 5, CL, Block V, Whareorino S.D.; Section 1A, Block VIII, Whareorino S.D.; Section 6, Block 1, Maungamangero S.D.; Kinohaku West H Sec. 1, H Sec. 2B No. 2B pt., H Sec. 2B No. 2D, H Sec. 2B No. 2E 2, P Sec. 2A, P Sec. 2B No. 1, P Sec. 2B No. 2, P Sec. 2B No. 4. And that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable yearly on the first day of October in each and every year during the currency of such loan, being a period of 36½ years, or until the loan is fully paid off.

GEO. BROWN,
County Clerk.

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KAWHIA COUNTY COUNCIL.

RESOLUTION MAKING SPECIAL RATE.

WHEREAS the Kawhia County Council has raised a loan of £4,000, under the Local Bodies' Loans Act, 1908, for the purpose of widening and metalling the Okupata Road: And whereas such loan has been found insufficient to complete the undertaking in respect of which it was raised:

Now, therefore, in pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Kawhia County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £400, authorized to be raised by the Kawhia County Council, under the Local Bodies' Loans Act, 1913, for the purpose of completing the widening and metalling of the Okupata Road, the said Kawhia County Council hereby makes and levies a special rate of ¾d. in the pound upon the rateable value of all rateable property of the Okupata Road Special-rating Area, as the said special-rating area is more particularly described in a special order made by the said Kawhia County Council on the 23rd day of November, 1910, and published in the *New Zealand Gazette* (No. 13) of the 16th February, 1911 (pages 652/3); and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable yearly on the first day of August in each and every year during the currency of such loan, being a period of 36½ years, or until the loan is fully paid off.

The common seal of the Chairman, Councillors, and Inhabitants of the Kawhia County was hereto affixed at a meeting of the Council of the County of Kawhia, by order of the said Council, on the 21st day of February, 1914, in the presence of—

ALFRED W. BABBAGE,
Chairman.

A. N. NORTON,
Councillor.

C. F. E. BARTON,
Clerk.

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PICTON ROAD BOARD.

RESOLUTION STRIKING SPECIAL RATE OF 1/9 OF A PENNY IN THE POUND AS SECURITY FOR LOAN OF £2,100.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1908, and its amendments, and the Municipal Corporations Act, 1908, and its amendments, and in particular by section 15 of the Local Bodies' Loans Act, 1908, and by section 119 of the Public Works Act, 1908, and by virtue of a Warrant dated the 18th day of May, 1914, issued under the hand of His Excellency the Governor under the provisions of the said section 119 of the Public Works Act, 1908, and of every other power (if any) it thereunto enabling, the Picton Road Board hereby resolves as follows:—

That, for the purpose of providing for the payment of interest and sinking fund and other charges on the loan of two thousand one hundred pounds (£2,100), authorized to be raised by the said Board, under the above-mentioned Acts, for the following purpose—to meet the Picton Road Board's share of the cost of building a bridge over the Opawa River at the end of Grove Road, Blenheim, and making approaches thereto—the said Picton Road Board hereby

makes and levies a special rate of one-ninth of a penny in the pound on the rateable value of all rateable property in the Picton Road District, payable yearly on the first day of October in each year during the currency of such loan, being a period of thirty-six and a half years, or until the loan is fully paid off.

I hereby certify that the above is a true copy of a resolution passed by the Picton Road Board at a special meeting held on Saturday, the 30th May, 1914.

A. J. MACLAINE,
Clerk, Picton Road Board.

Dated at Blenheim this 8th day of June, 1914. 587

DUNEDIN CITY COUNCIL.

RESOLUTION passed by the Dunedin City Council at a meeting held on the 27th May, 1914, making a special rate of three-farthings (¾d.) in the pound to provide the principal, interest, sinking fund, and all other charges on a special loan of £20,000, authorized to be raised by the said Council under the provisions of the Local Bodies' Loans Act, 1913:—

That, for the purpose of providing the principal, interest, sinking fund, and all other charges on a special loan of £20,000, authorized to be raised by the Dunedin City Council, under the provisions of the Municipal Corporations Act, 1908, and the Local Bodies' Loans Act, 1913, for the purpose of repaying a loan of £20,000 raised by the late Borough of Caversham, the said borough having since become duly united with the City of Dunedin, the Dunedin City Council hereby makes and levies a special rate of three-farthings (¾d.) in the pound (£) upon the rateable value of all rateable property in the City of Dunedin; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the first (1st) day of November and on the first (1st) day of May in each and every year during the currency of such loan, being a period of ten (10) years from the first (1st) day of May, 1914, or until the loan is fully paid off.

The above is a true copy of the resolution passed by the Council on the above-mentioned date.

Dunedin, 9th June, 1914. G. A. LEWIN,
588 Town Clerk.

PUKEKOHE WEST ROAD BOARD.

WHEREAS the Pukekohe West Road Board has been authorized by the ratepayers to borrow £650 for the purpose of forming, grading, and metalling roads in the Hill No. 2 Special-rating Area, and paying all engineering, advertising, clerical, legal, and banking charges and expenses incidental to the said forming, grading, and metalling of roads or incidental to the raising of the said loan, and the New Zealand State-guaranteed Advances Board has provisionally approved the application for such loan at the rate of £3 15s. per centum per annum: And whereas the New Zealand State-guaranteed Advances Office Superintendent is unable to advance such loan at the said rate of interest, but can advance the same at the rate of £4 10s. per centum per annum:

Now, in pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1908, and section 4 of the Local Bodies' Loans Act Amendment Act, 1910, the Pukekohe West Road Board hereby resolves that, for the purpose of providing moneys sufficient to cover the increased payments in respect of such loan, the said Pukekohe West Road Board hereby makes and levies a special rate of nine-fifteenths of a penny in the pound upon the rateable value of all rateable property of the Hill No. 2 Special-rating Area, being bounded generally towards the south by the Waikato River, towards the west by the Pura-pura Special-rating Area, towards the north-west by the Borough of Pukekohe, and towards the east by the Hill Special-rating Area; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable yearly on the first day of September in each and every year during the currency of such loan, being a period of 36 years and a half, or until the loan is fully paid off.

I certify that the foregoing resolution was duly passed at a properly constituted meeting of the Pukekohe West Road Board held on Wednesday, 8th April, 1914.

589 H. G. R. MASON,
Clerk.

HAMILTON BOROUGH COUNCIL.

SPECIAL ORDER RAISING LOAN.

IN pursuance of and exercise of the powers vested in it in that behalf by the Slaughtering and Inspection Act, 1908 (sections 5 and 10), the Hamilton Borough Council hereby resolves to raise a special loan of £5,000 for the purpose of establishing an abattoir for the Borough of Hamilton, including the purchase of land or any interest in land and the erection of all necessary buildings; such special loan to be for a period of 36 years, with interest at 4½ per cent. per annum, and to be secured on the income or earnings of the said abattoir and a special rate of one-sixth of a penny in the pound on the rateable value (unimproved) of all rateable property of the Borough of Hamilton.

I hereby certify that the above special order was made at a special meeting of the Council held on 13th March, 1914, was advertised in the *Waikato Times* newspaper on 19th and 26th March, 2nd, 9th, and 16th April, 1914, and duly confirmed at a meeting held on 17th April, 1914.

A. E. MANNING,
590 Mayor.

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